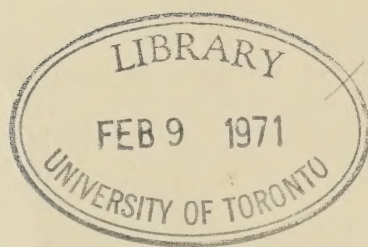


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## PRAIRIE REGIONAL STUDIES

## IN ECONOMIC GEOGRAPHY

## HISTORICAL BACKGROUND

The Macpherson Royal Commission on Transportation drew attention in 1961 to the problems of low traffic volume and underutilized facilities which have made some segments of the prairie railway network uneconomic. Bill C-120, introduced in the House of Commons in September 1964, acknowledged this situation and proposed the establishment of an authority under the jurisdiction of the Canada Department of Agriculture. This "Railway Rationalization Authority" was to be charged with the responsibility for developing and implementing a long-term plan for adapting the Canadian railway network to the requirements of modern traffic conditions. However, the legislation was not enacted, and in August 1966 a new bill, C-231, was introduced in the House of Commons. This bill received Royal Assent on February 9, 1967.

After the second reading of Bill C-231 the Minister of Transport issued a policy statement outlining rationalization proposals whereby the rail network of the prairie provinces would be divided into protected and unprotected lines. The protected lines form the largest portion of the regional rail network and must now be maintained until January 1, 1975. The unprotected lines comprise 1,804.2 route miles. The railways have since announced that they do not wish to proceed immediately with abandonment applications for 315 route miles of the unprotected lines. Abandonment applications for the remaining unprotected lines (1,477.1 route miles) are to be resubmitted and will be presumably reviewed by the Board of Transport Commissioners under section 168 of the Railway Act. The Canadian Transport Commission will be ultimately responsible for policy, planning, and regulation of transportation including the administration of subsidies for rail services deemed uneconomic but necessary.

As of September 1, 1966, the railways had applied for permission to abandon 4,156.9 route miles in the prairie provinces. Some of the applications have been on file for periods of up to five years, because of the temporary freeze on prairie railway abandonments imposed by the federal government. Subsequent changes in freight density, resulting from an increase in grain traffic and developments in the mining industries, have suggested the need to re-examine the abandonment proposals on file, in the light of present conditions. The lines now designated as unprotected have the lowest freight density, and no increase or diversification of traffic is foreseen for them by the railways.

Proposals to abandon railway branch lines in the prairie provinces and elsewhere have, in most cases, met with strong objections from the people of the areas served by the lines. Such opposition is usually based on the supposition that there would be an adverse economic impact and a consequent deterioration of the quality of life of the communities they serve.

The people most directly affected often believe that the rail line has been and still is the lifeline of their community. Certainly, many branch-line communities would not have grown at the time they did if the lines had not been built. However, this does not rule out the possibility that the railway network was overbuilt in terms of revenue-earning potential. It is possible that excess trackage gave birth to certain communities which have achieved a sufficient degree of stability to ensure continued existence after the removal of rail lines. Data submitted by the railways, on the other hand, indicate that the lines proposed for abandonment have proved, at least within recent years, to be uneconomic in terms of net revenue produced.



The great changes that have taken place in the last 80 years in the prairies might suggest that particular rail lines have become victims of an evolving economy. The changes have, indeed, been remarkable. The rail system was developed initially as a precursor of settlement. It permitted the conversion of the prairies from a vast buffalo range and Indian hunting domain into one of the world's great food supply areas. Villages and towns developed at regular predetermined intervals along the expanding rail network and these communities depended exclusively upon the railway as a lifeline. The new railways carried grain crops to export markets and brought in essential supplies and manufactured goods from the more industrialized areas of Canada. In the pre-automotive age, the limited range of horse and wagon transport necessitated a close spacing of service centers to cater to the farm population. The framework which supported this system of rural service centers, namely the rail network, exists in virtually unaltered form today. This network is one of the densest in any agricultural area of the world. Like the network of the Argentine Pampas, it was planned primarily to serve an agricultural economy and its basic alignment is toward export terminals.

However, the economy for which this framework was designed has been transformed. The population and economic growth rates of individual service centers were never uniform. To a great extent they have reflected the influence of such variables as grain productivity and the degree of business acumen and civic consciousness developed by the settlers. The automotive era, with its associated programs of highway construction, finally ended the transportation monopoly of the railways and heralded an age of greater flexibility of movement for both persons and goods. This led to the growth of competition between existing communities. Those with certain natural or man-made advantages grew at the expense of their neighbors.

The great depression left its imprint on the rural economy. With the rapid mechanization of farm operations, horses ceased to play an important role as a source of farm power, and land formerly devoted to providing fodder was released for cash crops. Small holdings were gradually consolidated into larger, more efficient units requiring ever increasing capital input and greater managerial expertise. Insecticides, pesticides, fertilizers, improved strains of wheat, and new technology have increased per capita productivity and absolute production. Increased productivity has resulted in a growing burden for the railways, who claim that the enormous tonnage of grain moved from country elevator points to export terminals is not profitable traffic, since it moves under statutory rates which were set more than sixty years ago. This suggests that, under the present system, there is no definite correlation between the quantity of grain moving along a particular line and the usefulness of that line as a contributor to railway net revenue.

Beyond the agricultural sector of the economy, there have been other highly significant developments since 1945. The petroleum, sulphur, potash and sodium sulphate industries of the prairies now rival agriculture in generating income. Manufacturing is developing rapidly alongside service activities, such as wholesaling, which were formerly dominant in the major prairie cities. Regional population growth is, for the most part, concentrated in these centers. It is possible to identify a hierarchy of service centers in Saskatchewan, at the lower end of which is an increasing number of small communities which are close to extinction. In fact, many villages have now all but disappeared, leaving only grain elevators and a railway station as relics of their former significance as local service centers.



This summary may appear somewhat trite to those familiar with the prairie provinces, but a brief historical review of regional development is justified in that it indicates something of the background of continuing change against which current and future transportation planning must be set. The prospect of limited railway abandonment in the prairie provinces might be most appropriately viewed as a step which would accelerate long-established trends rather than as a sudden catastrophic blow to the economies of the communities concerned. On the other hand, there is no doubt that railway abandonment may have measurable financial impact upon some farm operators and a less easily defined social cost for part of the non-farm population.

#### PURPOSE OF THE STUDIES

The Prairie Regional Studies in Economic Geography are being undertaken to analyse the evolving economy of selected areas of the prairie provinces and to attempt to estimate the influence proposed rail abandonment might have on these areas. The studies are designed to make available to the Canadian Transport Commission data for use in decision making. At the same time they will provide regional farm and business interests with a better insight into the economic and social implications of railway rationalization.

The results of the studies are being published as a series of reports, each of which will be devoted to a particular, well-defined area of the prairies. When the individual regional studies have been completed, a final report, presenting an overall picture of railway rationalization and its implications, will be published for the prairies as a whole. This summary of the detailed studies will be designed for a wider readership in government, business, and academic circles. It is hoped at this stage to compare the Canadian approach to railway rationalization with that taken in Argentina, the United Kingdom, and West Germany. Another feature of the final report will be a series of about 70 maps covering a large number of different aspects of the problem.

The task of anticipating response to transportation change is fraught with problems, particularly in the West where there have, as yet, been very few railway abandonments upon which to draw conclusions about economic impact. In fact the only significant case has proved to be of limited value for the purpose of these studies, in that it involved a line closely paralleled by an alternate route so that measurable impact was greatly reduced\*.

Thus, it becomes obvious that good decision-making in the field of rail rationalization cannot rest on an examination of financial performance alone. It is not enough to consider only the balance sheet attached to an abandonment submission. Consequently, it is now established government policy to review the socio-economic implications of abandonment before decisions are made.

It is not the purpose of this project to make recommendations as to whether abandonment is desirable or not. The general contention is that transportation should be viewed as but one factor in regional economic trends and not necessarily the most significant one.

In more specific terms, the studies concentrate on the following aspects of the railway rationalization problem:

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\*Pipestone Valley, A Pilot Study Concerning the Removal of Railroad Branch Lines. Prepared for the Dept. of Industry and Information, Government of Saskatchewan by Group Resources Consultant Service, Calgary, Alta. 1964.



- Impact of railway rationalization upon grain producers and grain handling interests. Adjustments in the grain handling system are of particular concern to the Canadian Wheat Board, the Board of Grain Commissioners, the wheat pools, and the elevator companies.
- Definition and mapping of the functional units or service areas of which the country elevators are nodal points. These service areas have never been mapped before. They will form the basis of a series of maps depicting a wide range of farm, crop, and transport characteristics. The data on which these maps are based have been supplied by the Canadian Wheat Board. They will greatly assist in determining the effects of railway abandonment in terms of additional or reduced farm-elevator trucking distance to alternate delivery points. This approach is designed specifically to help farmers determine any additional transportation costs which might result from branch-line abandonment.
- Analysis of the traffic characteristics of each light density subdivision, subject to the availability of data.
- Examination of rationalization measures on the future growth of the potash, sodium sulphate, sulphur, and other extractive industries, where such developments are at the present time foreseeable.
- The economic base and population characteristics of on-line communities and the impact that rail abandonment might have on the retail and other business activities there.
- Impact of abandonment on the tax assessment of communities.
- The development of a model in which the most significant variables contributing to rationalization impact can be identified, weighted, and manipulated to provide one tool for the rapid assessment of abandonment and its economic and social implications (by individual station or by subdivision) before the initiation of a more detailed analysis. This simulation of railway abandonment impact will appear in the final report for the prairies as a whole.

A great deal of research has been undertaken as a prelude to the present series of studies. A vast quantity of data relating to crop acreage, farm characteristics, and delivery distances has been accumulated for the farm units of the prairie provinces, numbering about 200,000 with the aid of modern data processing facilities.

Intensive field work has been undertaken, and all communities located on lines characterized by light freight density have been visited by field survey teams. These teams have made a detailed inventory of community service functions. The inventory will ultimately form the basis of a regional service hierarchy and an urban functional classification. It is hoped that it will also provide the basis for a continuing analysis of changes, as they take place, in the smaller prairie communities.



## STUDY NO. 1 - THE RIVERHURST REGION OF SASKATCHEWAN

This report is the first in the series of Prairie Regional Studies in Economic Geography. It is concerned with the economy and characteristics of the communities served by the Canadian National Railways Riverhurst Subdivision, which extends for 18.02 miles from Central Butte to Riverhurst, and the Central Butte to Grainland portion of the Central Butte Subdivision of the CNR, which has a length of 13.10 miles. Both lines are situated in the southwestern part of Saskatchewan, in the area immediately to the south of the Elbow on the South Saskatchewan River.

The Riverhurst Region is defined as the area served by the grain elevators at Riverhurst, Gilroy, Lawson, Grainland, and Central Butte. From the point of view of farm economy, these service areas are functional units for which much data is available. For the purposes of this study these units are more appropriate than arbitrarily drawn census tracts which are less related to local area functional organization.

The communities of the Region are marked by different rates of growth. Central Butte has grown continuously in terms of both population and service functions. Riverhurst, on the other hand, has only recently regained its 1921 population level, while the village of Lawson remains stagnant. Gilroy and Grainland are vestigial hamlets with poor prospects for survival.

The agricultural economy is undergoing as radical a transformation as that of the villages and hamlets. The process of farm consolidation is producing enlarged farm units, and wheat is strengthening its position as the dominant cash crop. A marked variability in precipitation from year to year results in great fluctuations in crop yield, for the fertility of the soils of this undulating region is adversely affected by conditions of moisture deficiency. Livestock production plays a relatively minor role in the farm economy.

The rail network, which evolved as the settlers moved in during the first twenty-five years of the twentieth century, no longer serves as a vital lifeline. Today the railways of the Region convey little else than outbound shipments of grain. Branch-line abandonment is possible within the Region during the next few years. The impact of such changes in the transport system is most clearly defined in terms of labor displacement, elevator plant relocation, adjustment in farm marketing patterns, and economic and social consequences for the communities involved. Central Butte would appear to be the greatest potential beneficiary from railway rationalization in the Riverhurst Region.



# ÉTUDES RÉGIONALES DE LA GÉOGRAPHIE ÉCONOMIQUE

## DES PROVINCES DES PRAIRIES

### HISTORIQUE

La Commission royale d'enquête MacPherson sur les transports a attiré l'attention en 1961 sur les problèmes du trafic de faible densité et des installations insuffisamment utilisées qui ont rendu peu rentables certains secteurs du réseau ferroviaire des Prairies. Le projet de loi C-120, présenté à la Chambre en septembre 1964, a fait état de cette situation et proposé la création d'une administration sous la juridiction du ministère de l'Agriculture du Canada. Cette Administration de la rationalisation des chemins de fer devait être chargée de l'élaboration et de l'application d'un programme à long terme destiné à moderniser le réseau des chemins de fer du Canada. Cependant, cette mesure n'a pas été adoptée, et en août 1966, un nouveau projet de loi, C-231, était présenté à la Chambre des communes. Ce projet de loi a reçu la sanction royale le 9 février 1967.

Après la seconde lecture du projet de loi C-231, le ministre des Transports a fait une déclaration sur les principes régissant les propositions de rationalisation. Selon ces principes, le réseau ferroviaire des Prairies serait divisé en lignes protégées et en lignes non protégées. Les lignes protégées forment la plus grande partie du réseau régional et doivent maintenant être conservées jusqu'au 1<sup>er</sup> janvier 1975. La longueur des lignes non protégées s'élève à 1,804.2 milles. Les chemins de fer ont annoncé depuis qu'ils ne désirent pas présenter immédiatement les demandes d'abandon de lignes non protégées, d'une longueur de 315 milles. Les demandes d'abandon des autres lignes non protégées (1,477.1 milles) doivent être soumises de nouveau et seront vraisemblablement étudiées par la Commission des transports, en vertu de l'article 168 de la Loi sur les chemins de fer. Cette Commission assumera la responsabilité de la politique, de la planification et de la réglementation des transports, y compris l'administration des subventions pour les services ferroviaires jugés peu rentables mais nécessaires.

Jusqu'au 1<sup>er</sup> septembre 1966, les chemins de fer ont demandé la permission d'abandonner 4,156.9 milles de lignes dans les provinces des Prairies. Certaines des demandes sont au dossier depuis des périodes allant jusqu'à cinq ans, à cause du gel temporaire de l'abandon de lignes dans les Prairies, imposé par le gouvernement fédéral. Par la suite, l'augmentation de la densité du trafic des grains et l'expansion des industries minières ont nécessité un nouvel examen des projets d'abandon au dossier. Les lignes présentement désignées comme non protégées ont la plus faible densité du trafic marchandises et les chemins de fer ne prévoient aucune augmentation ni diversification de trafic dans ces cas.

Les projets d'abandon des embranchements dans les Prairies et ailleurs ont suscité dans la plupart des cas de fortes objections. Cette opposition est ordinairement basée sur la supposition qu'il en découlerait des répercussions économiques défavorables et une détérioration éventuelle de la vie des collectivités qu'ils desservent.



Les gens les plus directement touchés croient souvent que le chemin de fer a été et est encore un élément vital pour leur collectivité. Il ne fait aucun doute que plusieurs collectivités situées sur les embranchements ne se seraient pas développées au même moment si le chemin de fer n'avait pas été construit. Cependant, cette hypothèse n'écarter pas la possibilité que le réseau ferroviaire ait été construit au-delà de sa rentabilité. Il est possible que cet excédent de lignes ait permis à certaines collectivités de se développer et d'atteindre une stabilité suffisante pour assurer leur existence après l'abandon des lignes. Les données soumises par les chemins de fer font ressortir, par ailleurs, que les lignes dont l'abandon est projeté n'ont pas été rentables, du moins au cours des dernières années.

Les changements survenus au cours des 80 dernières années dans les Prairies donnent à entendre que certaines lignes sont les victimes d'une économie en évolution. Le réseau ferroviaire a été établi au début en fonction de la colonisation. Il a permis de transformer les prairies— vaste pâturage pour les bisons et territoire de chasse pour les Indiens— en un des plus grands greniers du monde. Les villages et les villes ont poussé à intervalles prédéterminés à mesure que le réseau s'étendait, et ces collectivités dépendaient exclusivement du chemin de fer comme ligne vitale de communication. Les chemins de fer transportaient les céréales vers les marchés d'exportation et ramenaient les denrées essentielles et les produits manufacturés. Avant l'automobile, alors que le transport était attelé, il fallait que les centres de service soient rapprochés pour desservir la population rurale. Le réseau ferroviaire qui desservait ces centres ruraux est à peu près le même aujourd'hui; il est un des plus denses de toutes les régions agricoles du monde. Comme le réseau des pampas de l'Argentine, il a été conçu pour desservir une économie agricole et il est essentiellement orienté vers les centres d'exportation.

Cependant, l'économie à laquelle ces cadres étaient destinés s'est transformée. Le taux d'accroissement démographique et économique des centres de service n'est jamais uniforme. Dans une large mesure, il subit l'effet de certaines variables comme la productivité céréalière ainsi que le sens des affaires et le civisme des colonisateurs. L'ère de l'automobile, accompagnée de son programme de construction routière, a mis fin au monopole des chemins de fer et donné plus de flexibilité de mouvement aux gens et aux marchandises. Les collectivités existantes et celles qui avaient certains avantages naturels ou acquis par l'initiative ont prospéré aux dépens de leurs voisins.

Avec la mécanisation rapide des fermes, les terres antérieurement consacrées à l'entretien des chevaux, ont pu servir à des cultures commerciales. Les petites fermes ont été graduellement remembrées en exploitations plus grandes et plus efficaces qui ont nécessité des mises de fonds croissantes et une meilleure gestion. Les insecticides, les antiparasitaires, les engrais, les variétés améliorées de blé et les nouvelles connaissances techniques ont accru la productivité par tête et la production globale. Les chemins de fer soutiennent que l'énorme quantité de grains transportés des élévateurs de campagne vers les centres d'exportation n'est pas un trafic rentable à cause des tarifs statutaires établis il y a plus de soixante ans. Dans le système actuel, il n'y a pas de corrélation définie entre la quantité de grains transportés sur une ligne particulière et l'apport de cette ligne au revenu net des chemins de fer.



En dehors du secteur agricole, l'économie a pris un essor remarquable depuis 1945. Les industries du pétrole, du soufre, de la potasse et du sulfate de sodium rivalisent maintenant avec l'agriculture comme sources de revenus. Les industries manufacturières se développent rapidement dans les grandes villes des Prairies qui se limitaient antérieurement en grande partie à offrir des services comme le commerce de gros. L'accroissement démographique régional s'est concentré dans ces centres. Il est possible d'établir une hiérarchie des centres de service en Saskatchewan, dont le dernier échelon est composé d'un nombre croissant de petites collectivités en voie de disparaître. De fait, plusieurs villages sont disparus et il ne s'y trouve plus que les élevateurs à grains et la gare du chemin de fer.

Le présent résumé peut paraître un peu superficiel à ceux qui connaissent bien les provinces des Prairies, mais un aperçu historique du développement régional s'imposait parce qu'il permet de situer dans leur contexte les transformations sur lesquelles doit s'appuyer la planification des transports. Il serait sans doute beaucoup plus juste de considérer l'abandon de certaines lignes comme une mesure qui ne ferait qu'accélérer des tendances déjà établies plutôt que comme un coup fatal porté soudainement à l'économie des collectivités en question. Par ailleurs, il ne fait aucun doute que l'abandon des lignes peut avoir des répercussions financières précises chez certains cultivateurs et des conséquences d'ordre social plus difficiles à préciser à l'égard d'une partie de la population non agricole.

## OBJET DES ÉTUDES

Les études régionales de la géographie économique des Prairies ont pour objet l'analyse de l'évolution économique de certaines régions des provinces des Prairies et l'estimation des répercussions que pourrait avoir sur ces régions l'abandon projeté des embranchements. Les études sont destinées à fournir à la Commission canadienne des transports des données qui pourront servir à prendre une décision. Elles permettront en même temps aux hommes d'affaires et cultivateurs de la région d'avoir un meilleur aperçu des implications économiques et sociales de la rationalisation des chemins de fer.

Les résultats de ces études sont publiés sous forme de rapports dont chacun portera sur une région particulière et nettement déterminée des Prairies. Lorsque toutes les études seront terminées, un rapport définitif, présentant un tableau complet de la rationalisation des chemins de fer et de ses implications, sera publié sur l'ensemble des Prairies. Ce résumé des études détaillées s'adresse aux milieux administratifs, au monde des affaires et aux universitaires. Nous nous proposons de comparer la conception canadienne de la rationalisation des chemins de fer à celle de l'Argentine, du Royaume-Uni et de l'Allemagne de l'Ouest. Une autre particularité du rapport sera un jeu d'environ 70 cartes présentant plusieurs des différents aspects de la question.



La prévision des effets que pourrait avoir le changement des moyens de transport soulève de nombreux problèmes, particulièrement dans l'Ouest où il n'y a eu jusqu'à présent que très peu d'abandons d'embranchements sur lesquels des conclusions puissent être tirées. De fait, le seul cas important a peu de valeur aux fins des présentes études parce qu'il s'agit d'une ligne à peu près parallèle à une autre, de sorte que les répercussions peuvent difficilement se comparer.\*

On ne peut se contenter de joindre le bilan d'un embranchement à la demande d'abandon. C'est pourquoi, la nouvelle ligne de conduite du gouvernement exige de plus l'étude des répercussions socio-économiques de l'abandon avant qu'une décision puisse être prise.

Il ne s'agit pas ici de formuler des recommandations sur l'opportunité de l'abandon des embranchements. Il est généralement convenu d'affirmer que les transports doivent être considérés comme un facteur seulement dans l'évolution économique d'une région et qu'ils n'en sont pas nécessairement le plus important.

Plus précisément, les études se concentrent sur les aspects suivants du problème de la rationalisation des chemins de fer:

- Répercussions de la rationalisation des chemins de fer sur les producteurs et manutentionnaires de grains. Les modifications de la manutention des grains intéressent tout particulièrement la Commission canadienne du blé, la Commission canadienne des grains, les syndicats de blé et les compagnies d'élévateurs.

- Définition et cartographie des unités fonctionnelles ou régions de service dont les élévateurs de campagne sont les points nodaux. Ces régions de service n'ont jamais été cartographiées auparavant. Elles seront la base d'un jeu de cartes présentant une grande variété de caractéristiques sur les fermes, les cultures et les moyens de transport. Les données ont été fournies par la Commission canadienne du blé et seront d'une grande utilité pour déterminer les effets de l'abandon des embranchements en ce qui a trait à la distance additionnelle ou réduite pour le transport par camion entre les élévateurs de ferme et les centres de livraison de rechange. De cette façon, les cultivateurs pourront calculer les frais additionnels de transports qui résulteront de l'abandon des embranchements.

- Analyse des caractéristiques du trafic de chaque subdivision de faible densité, sous réserve des données disponibles.

- Examen des mesures de rationalisation sur l'expansion de l'exploitation des gisements de potasse, de sulfate de sodium et de soufre et des autres industries extractives, advenant la possibilité de l'expansion.

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\* Pipestone Valley, A Pilot Study Concerning the Removal of Railroad Branch lines.

Préparé pour le ministère de l'Industrie et de l'Information, gouvernement de la Saskatchewan par le Group Resources Consultant, Calgary, Alberta. 1964.



- Base économique et caractéristiques démographiques des collectivités situées sur les lignes et répercussions que pourrait avoir l'abandon des embranchements sur le commerce de détail et les autres entreprises qui s'y trouvent.

- Répercussions de l'abandon sur l'assiette de l'impôt des collectivités.

- Création d'un modèle sur lequel les variables les plus significatives qui modifient les répercussions de la rationalisation peuvent être identifiées, calculées et manipulées. Ce modèle permettrait une estimation rapide de l'abandon des embranchements, ainsi que de ses implications économiques et sociales (pour une gare ou une subdivision) avant de procéder à une analyse plus détaillée. Ce simulacre des répercussions de l'abandon d'un embranchement figurera dans le rapport final.

D'abondantes recherches ont été faites en prévision de la présente série d'études. Une énorme quantité de données sur les superficies en culture, les caractéristiques des fermes et les distances de livraison ont été accumulées à l'égard de quelque 200,000 exploitations agricoles des Prairies au moyen des dernières méthodes mécanographiques.

Des recherches approfondies ont été effectuées sur place, et toutes les collectivités situées sur les lignes à faible trafic-marchandises ont été visitées par des équipes volantes. Ces équipes ont fait un relevé détaillé des services qu'offrent les collectivités. Ce relevé servira éventuellement de base à une hiérarchie régionale des services et à une classification fonctionnelle des centres urbains. On espère qu'il servira en outre de point de départ à une analyse permanente des changements à mesure qu'ils se produisent dans les petites collectivités des Prairies.



## ÉTUDE N° 1. RÉGION DE RIVERHURST, SASKATCHEWAN

Le présent rapport est le premier d'une série d'études régionales de la géographie économique des Prairies. Il étudie l'économie et les caractéristiques des collectivités desservies par la subdivision de Riverhurst des chemins de fer Nationaux, s'étendant entre Central Butte et Riverhurst sur une distance de 18.02 milles et par une partie de la Subdivision de Central Butte, d'une longueur de 13.10 milles entre Central Butte et Grainland. Les deux lignes sont situées dans le sud-ouest de la Saskatchewan, dans la région immédiatement au sud d'Elbow sur la rivière Saskatchewan-Sud.

La région de Riverhurst est définie comme étant la région desservie par les élévateurs à grain de Riverhurst, Gilroy, Lawson, Grainland et Central Butte. Du point de vue de l'économie agricole, ces régions de service sont des circonscriptions fonctionnelles qui offrent d'abondantes données utiles. Aux fins de la présente étude, ces circonscriptions conviennent mieux que les divisions arbitraires du recensement qui ne correspondent pas aussi exactement à l'organisation fonctionnelle locale.

Le taux de croissance varie d'une collectivité à l'autre dans la région. La population et les services de Central Butte n'ont pas cessé de croître. Par ailleurs, ce n'est que récemment que Riverhurst a retrouvé sa population de 1921, et le village de Lawson est resté à l'état stagnant. Gilroy et Grainland sont des hameaux rudimentaires qui ont peu de chances de survivre.

L'économie agricole subit une transformation aussi radicale que celle des villages et des hameaux. Le remembrement des fermes crée des exploitations agrandies et permet d'améliorer la situation du blé comme la principale culture commerciale. Le rendement des cultures accuse des fluctuations profondes par suite de la variabilité marquée des précipitations et la fertilité des sols de cette région ondulée souffre d'une insuffisance d'humidité. La production animale joue un rôle relativement peu important dans l'économie agricole.

Le réseau ferroviaire, créé lorsque les colons se sont établis pendant les vingt-cinq premières années du XX<sup>e</sup> siècle, n'est plus une ligne vitale de communication. Aujourd'hui, les chemins de fer de la région ne transportent à peu près rien d'autre que le grain qui en est expédié. L'abandon des embranchements est possible dans la région au cours des prochaines années. Les répercussions de ces changements sur le système de transport sont mieux définies en fonction du déplacement de la main-d'oeuvre et des élévateurs, de l'ajustement des modes de vente des produits agricoles ainsi que des conséquences économiques et sociales pour les collectivités en cause. Il semble que Central Butte profiterait le plus de la rationalisation des chemins de fer de la région de Riverhurst.

## ACKNOWLEDGMENTS

Many people have rendered valuable assistance by collecting data for this study. To all of them, the authors are much indebted. In particular, they wish to acknowledge the kind cooperation of S.A. Hornby, Secretary, and T.C. Barnes, Director, Statistics and Economics Division, both of the Canadian Wheat Board, who helped in making available otherwise inaccessible material. We would also like to thank J.E. Skinner, Analytical Services Officer, Canadian National Railways, Winnipeg; W.B. White, Special Projects Engineer, Department of Research and Development, Canadian National Railways, Montreal; C.J. Dempster, Administrative Officer, Grain Research Laboratory, and E. Earl Baxter, Chief Statistician, Board of Grain Commissioners; E.A. Walters, Deputy Minister of Municipal Affairs, and K. Setter, Economic Development Board of the Executive Council, Government of Saskatchewan; R.H.D. Phillips, Director of Research, Saskatchewan Wheat Pool; N.A. Hope, Chief Economic Analyst of the Federal, Searle, and Alberta Pacific Grain Companies; W. Nieman, Vice-President, National Grain Company; and B.C. Gilroy, Country Operations Manager, McCabe Grain Company.



## CHAPTER 1. URBAN COMMUNITIES AND POPULATION

### THE COMMUNITIES WITHIN THE REGION

The Riverhurst Region of Saskatchewan covers an area of approximately 400 square miles where people are grouped in or around hamlets, villages and towns. In order to study the make-up of the Region and the changes taking place there, it is useful to classify the various communities on the basis of the trade services they provide. A classification system for southwest Saskatchewan was worked out by the Royal Commission on Agriculture and Rural Life in 1957\* and it has been modified for use here. The Royal Commission Report considered only those businesses and activities which were characterized by one clearly defined service. Since various combinations of service activity in single establishments are so characteristic of small prairie communities, the revised classification system (Tables 1 and 2) takes into account the presence of a particular service in a community, even if it is found in combination with another activity.

#### Hamlet Centers

The hamlet center is the lowest functional unit in the hierarchy of service centers. Now it exists solely to cater to the basic needs of the surrounding rural population. It is almost always located on a rail line and depends upon the railway for its continued existence. There has been a general tendency for hamlets to decline in size during recent years. The train service provided today is usually infrequent and is restricted to the movement of car-load traffic only. This invariably consists of outbound shipments of grain (Table 39). At one time the hamlet was usually a flag stop for a scheduled rail service carrying both passengers and express freight. Now these facilities have been withdrawn from most hamlets because of inadequate patronage. The station buildings, in which an agent formerly provided telegraph service, may also have been removed.

The grain elevator remains the most important facility provided by the hamlet, since most farmers still prefer to deliver their grain to the nearest elevator point (Table 36). The hamlet which offers a choice of elevator service may be more attractive to farmers than the hamlet with only one, due to the inherent advantages of competition. If there are several elevators, there is a greater chance that one or two general stores may still survive. These stores are often operated by part-time farmers. There may also be a post office and a small garage retailing gasoline and oil, and providing a limited repair service for farm equipment and automobiles. If a school building remains today, it rarely fulfills its original purpose, as a result of school consolidation. Services at the church of the hamlet may no longer be held every Sunday, since today many clergymen and priests must serve a number of widely scattered congregations.

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\*Province of Saskatchewan, Royal Commission on Agriculture and Rural Life.  
#12, Service Centres, Regina, 1957.

The two hamlet centers in the Riverhurst Region are Gilroy and Grainland (Table 3). They are both in decline and only residual hamlet services remain. Gilroy, with a population of six, would appear to have a dim future, particularly in the event of rail-line abandonment. Post office receipts, (Fig. 14 and Table 4) indicate the declining significance of this hamlet during the past ten years, and the advertised sale and possible subsequent removal of the station building (noted on a visit in July 1966) would result in further diminution in the size of the settlement (Figs. 1 and 2). One abandoned store and one abandoned house remain as relics of the past, and Figure 3 suggests the presence of other buildings in days gone by.

Grainland has already reached an advanced stage of decay and might be termed, to all intents and purposes, a "ghost town." It has actually fallen below the threshold of hamlet center status since only one elevator remains. The station buildings have been removed (Figs. 4 and 5). Its four stores are deserted, and of the two remaining houses only one appears to be inhabited, and then only on a part-time basis (field observation, July 1966). There is no resident elevator agent at Grainland, since the solitary Saskatchewan Wheat Pool elevator is under the jurisdiction of the agent at Bridgeford, situated eight miles to the southeast.

### Village Centers

A typical village center offers similar services to those of a hamlet, though they are generally better developed. In addition, there is a range of services which are not found in a hamlet. There is usually a full-time postmaster and a resident railway agent. Three or four elevators cater to the needs of farmers, and two general stores and two garages are usually present. The school is larger than that of a hamlet, and two or more churches serve the spiritual needs of the population. Village centers function primarily as suppliers of transportation and communication, retail trade, and commercial and public services. They may also provide a limited range of financial services.

Two communities in the Riverhurst Region fall within the village center category: Lawson and Riverhurst. Lawson, with a population of 80 (Fig. 15 and Table 5) is on the verge of declining to hamlet center status. The railway station deals almost exclusively with carload grain shipped from its three grain elevators. There is no resident station agent. The community has a small post office (Figs. 6 and 7 and Table 6). The retail sector of Lawson's economy is restricted to a general store, a garage, and a bulk fuel dealer. The small school had an enrollment of 45 children in February 1967 and provided tuition up to Grade 8 (Table 7). Children in the higher grades are conveyed by school bus to Central Butte eight miles away. Other public services are represented by the United Church and the administrative office of Maple Bush, the Rural Municipality which encompasses a large part of the Riverhurst Region (Fig. 16). Despite the fact that Lawson is the seat of the rural municipality administration, it has always remained smaller than Riverhurst, which is located in the same rural municipality. There is also a meeting place of a fraternal organization and a community hall. Despite its modern school and one comparatively new elevator (Fig. 6), Lawson is a stagnant community. Its growth has possibly been retarded by its proximity to the more thriving community of Central Butte.

By comparison with the marginal village center of Lawson, Riverhurst presents a more prosperous appearance (Figs. 8 to 11). In terms of services provided, it has almost attained town center status. However, for reasons which will be discussed later, its long-term growth prospects appear to be threatened by the greater attraction exerted by Central Butte.



Riverhurst offers a wider range of transportation and communication services than Lawson. Its post office is larger, and the railway station has a resident agent. An office and telephone exchange of the Saskatchewan Government Telephone System are located in the village, and local truck delivery service is available. Four grain elevators handle a larger quantity of grain annually than other delivery points on the Riverhurst Subdivision of the CNR (Table 6). Two oil companies and a cooperative provide bulk fuel service. They are serviced by tanker truck, although until 1964 some petroleum products were delivered by rail (Table 39). There are five automobile and farm equipment supply and maintenance establishments. The village school had an enrollment of 140 students in February 1967 (Table 7), and provided tuition up to Grade 11. The six Grade-12 students are conveyed by school bus to Central Butte. The modern annex to the hotel occupied by the beverage room indicates a satisfactory level of business and a measure of faith, on the part of the hotel operator, in the community's future. The credit union, which is well supported, enlarged its membership from 303 in 1964 to 330 in 1966. This large membership suggests that the credit union is drawing considerable support from the surrounding rural area. The presence of a number of other services, which are not characteristic of a village center, help to place Riverhurst at the threshold of town center status: a meat market and cold storage locker, a drug store, two insurance agencies, a branch of a chartered bank, and a museum. These enterprises may benefit, as may the entire village, when the recreation potential of the adjacent reservoir on the South Saskatchewan River associated with the Gardiner Dam project is fully realized. The village supports a branch of the Saskatchewan Farmers Union and is well endowed with winter-time recreation facilities.

### Town Centers

Town centers tend to have a larger elevator storage capacity and better facilities for maintaining automobiles and farm machinery than village centers. A large consolidated school serves a wide area beyond the limits of the community, to which it is connected by a school bus network. There are usually three or four churches. Two grocery stores (nowadays frequently designated supermarkets but nonetheless usually occupying old established premises) and two hardware stores are common features of a town center. The Report of the Royal Commission on Agriculture and Rural Life claimed also that there was a relationship between the size of the local hotel (number of rooms) and the significance of the center. Although perhaps historically true, this is no longer the case. Most hotels in towncenters are old structures and necessarily reflect the past status of the community. It might be more appropriate to compare the seating capacity of beverage rooms rather than the number of hotel rooms to establish the relative importance of communities today. This is because the provision of accomodation is mandatory in all hotels, even though this aspect of their operations seldom contributes a significant proportion of total revenue. In general appearance, as measured by the standard of maintenance of buildings, the upkeep of the roads and the number of new homes, a town center has a generally more attractive appearance than a village center. The Royal Commission Report attributed a population of between 400 and 1,000 to town centers. If this criterion alone is used, there is no doubt that Central Butte qualifies for the town center designation whereas Riverhurst does not.

Despite its functional classification, Central Butte retains the legal municipal status of a village. In most respects its service activities conform to the anticipated town center pattern (Table 8). However, Central Butte offers a number of specialized or superior services which are not available elsewhere in the Riverhurst Region. As a center for the distribution and servicing of farm equipment, it is unsurpassed (Figs. 12 and 13). Its farm equipment suppliers tend to be larger than those of the other centers and they carry a large stock. The village possesses the only liquor store in the Region and this specialized service has almost certainly contributed to the attraction of Central Butte as a shopping center. The school had an enrollment of 388 students in Grades 1 to 12 (Table 7) in February 1967. Some of the students are drawn from other parts of the Region, as already noted. Further evidence of improved educational facilities is provided by the existence of special facilities for training retarded children at Central Butte.\* The hospital and its medical staff serve an area which extends beyond the Riverhurst Region, and in July 1966 it was noted that the hospital was being enlarged. The office of a barrister-solicitor provides yet another more specialized service for the Region. The financial sector is represented by a branch of a chartered bank, and by a credit union whose membership rose from 223 in 1964 to 317 in 1966. There are three insurance agencies. The community is the only center to have a resident law enforcement officer -- a further measure of its regional importance. Central Butte is growing visibly, and it seems likely to acquire at least some of the services characteristic of town centers which it does not possess at present. Such developments will probably accompany the continued growth of the population.

The Royal Commission Report classified both Central Butte and Riverhurst as town centers. The nature and significance of the town center services found only at Central Butte provide strong grounds for suggesting that this community has generated sufficient momentum to sustain continued growth, provided the basic product assembly function is not removed. The future prospects for Riverhurst, on the other hand, appear less certain; this community may prove very sensitive to any adjustments in regional transportation facilities which take place within the next few years.

#### POPULATION

The arrival of the railway heralded settlement in the Riverhurst Region. The tracks reached the sites of Central Butte and Lawson in 1914, Riverhurst in 1916, and Grainland in 1926. Population data for Riverhurst, Lawson, and Central Butte first appeared in the census of 1921. Riverhurst, being established at the end of steel, formed the service center for a more extensive area than did the other communities. In 1921, it was the largest village in the area (Fig. 15 and Table 5). From then on, Riverhurst tended to lose population fairly consistently until 1956, when the downward trend was reversed and a moderate rate of growth was achieved. This is why in 1966 Riverhurst had approximately the same number of people as in 1921. Lawson developed as the principal intermediate center between Riverhurst and Central Butte but never grew to any appreciable size. In 1941, it attained a population maximum of 117 persons. Unlike other communities, Central Butte has grown almost continuously since 1921, only experiencing a slight decline in population during the depression years of the thirties. Today it is the largest and most prosperous community in the Region.

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\*Saskatchewan Department of Education, 60th Annual Report, 1964-65, Regina.



The hamlet of Gilroy had a population of six in 1966, and, although larger in the past, it has never been a flourishing settlement. Grainland today is a small cluster of abandoned stores and houses adjacent to an elevator, and has a population of two. It, too, has never achieved the size or importance of a village.

The population of the Rural Municipality of Maple Bush (Fig. 17), which includes the hamlets of Gilroy and Grainland, has declined to less than half its 1921 maximum. This reduction in rural population, which also characterizes the Rural Municipality of Enfield (Fig. 17), is a direct result of the processes of farm consolidation and mechanization. The population of the neighboring Community of Bridgeford has decreased in the same way (Fig. 15). The significance that this center might have for the Riverhurst Region, should rail rationalization occur, is discussed in Chapter 3.

In analyzing population trends, it is not sufficient to focus attention upon population totals only. It is also essential to examine the age and sex structure of the population, for this will, to a great extent, determine future trends. A cursory glance at Figure 18 and Table 9, which compare the age structure of Riverhurst, Lawson, and Central Butte with that of Saskatchewan, indicates that Central Butte most closely approaches the provincial norm. In 1965, 47.72 percent of Central Butte's population was between 20 and 64 years of age, compared with a provincial average of 47.32 percent. For present purposes this 20- to 64-year-old group can be considered the effective working population. In the over-65 age group, Central Butte possessed a higher percentage than the provincial average. This probably represents an influx of retired farmers into the village. Approximately one-third of Central Butte's population was under 20 years of age. This is a lower proportion than the provincial average.

The age structure of Riverhurst contrasts markedly with that of Central Butte. It has a high percentage -- almost half the total population -- in the under-20 age group. This may be the result of a higher birth rate amongst the Riverhurst population, many members of which belong to the Roman Catholic Church. The presence of such a large group of young people might, at first glance, suggest a rapid future growth of population. This, however, is doubtful, since the improved education facilities now available in the village will almost certainly contribute to a greater exodus of young people upon graduation. Having a better education, the group that is now between 15 and 20 years of age will have greater opportunities in the larger urban centers both within and beyond the borders of Saskatchewan. The loss of population to larger centers has characterized most small prairie communities for many years. Where the birth rate is high, the pressure of population upon available employment further contributes to migration. The effective working population at Riverhurst comprised 39.52 percent of the total inhabitants in 1965. It is interesting to note the very small percentage of females in the 20 to 29 age group -- probably as a result of outward migration. This feature is also present in the highly irregular age and sex structure of Lawson. The percentage of persons in the 65-and-over age group is lower in the Rural Municipalities of Maple Bush and Enfield than in the villages (Table 9). Upon retirement, most farmers move from their farms to a nearby town or village or move out of the district altogether.

The more normal age and sex structures of Central Butte suggest that this center has a more balanced population and has the best prospects for continued growth. It can, by virtue of its wider range of services and apparent economic growth, provide employment for a larger percentage of its young people than can the other communities. Furthermore, its location on a main highway and its greater proximity to Moose Jaw and Herbert, suggest that Central Butte may become a home for commuters who work in these larger centers.



Table 1. Changes Made, for Purposes of Present Study, to Royal Commission Service Classification System for Prairie Communities\*

Rank	Royal Commission Classification			Change made for Present Study	Reason for Change
	Division	Group	Service Description		
Hamlet Center	Transport & communications	Telecommunications	Telegraph office	Deleted	Withdrawal of station agents from most hamlet railway stations.
	Public services	Educational services	One-room school	Changed to small school	Partial or complete school consolidation in rural areas & subsequent closure of, or increased enrollment at, remaining schools.
		Agricultural services	Pasture manager	Deleted	Not applicable in all areas.
Village Center	Retail trade	Automotive dealers & supply	Filling station	Deleted	Too specialized. Not found to be a common feature of village centers in 1966 except on major highways.
		Farm supply & equipment	Fuel co-op store	Changed to bulk oil dealer	Existence of competition between oil companies & co-ops in most villages.
		Eating & drinking places	Confectionery	Changed to cafe & confectionery	Too specialized. Usually found in association with cafes in 1966.
	Public services	Educational services	3-room school	Changed to intermediate size	Further result of regional school consolidation.
		Miscellaneous retail stores	Coal & wood yard	Deleted	With rural electrification, coal no longer significant as a domestic fuel.
Town Center	Retail trade	Educational services	6-room school	Changed to large school	Regional school consolidation usually serves wide area as node in school-bus network.
		Recreational services	Tennis ground	Deleted	Not found to be a significant characteristic.

\* Province of Saskatchewan Royal Commission on Agriculture and Rural Life, 1957.

Table 2. Number of Services in Riverhurst Region Communities, 1966

Rank	No. of Services	Communities
Hamlet Center	2 - 8	Gilroy Grainland
Village Center	9 - 32	Lawson Riverhurst
Town Center	33 - 59	Central Butte

Table 3. Services in Hamlet Centers, 1966

Royal Commission Hamlet Center Service Classification*			Services Present in 1966	
Division	Group	Service	Gilroy	Grainland
Transport and communications	Mail	Post office	x	
	Railroad	Railway station	x	
Product assemblers	Farm products	Grain buyer	x	x
		Cattle buyer		
Retail trade	General Merchandise	General store		
	Automotive dealers & supply	Garage		
Public services	Educational services	Small school		
	Religious services	Affiliated church	x	
Total services		8	4	1

\*Province of Saskatchewan Royal Commission on Agriculture and Rural Life, 1957.



Table 4. Post Office Receipts for Fiscal Years 1956-57 to 1965-66\*

Crop Year	Post Office			
	Riverhurst	Gilroy	Lawson	Central Butte
1956-57	\$2,590.39	\$420.76	\$908.63	\$3,991.05
1957-58	2,689.03	325.93	906.19	4,191.74
1958-59	2,663.99	392.36	954.64	4,646.06
1959-60	2,584.90	297.94	899.94	4,535.68
1960-61	2,822.32	252.73	989.98	4,908.62
1961-62	2,963.31	211.37	911.11	5,882.58
1962-63	2,977.42	174.98	895.09	6,171.27
1963-64	3,059.00	233.00	963.00	6,879.00
1964-65	3,328.92	194.37	982.95	7,893.20
1965-66	3,359.69	192.51	978.19	8,475.56

\*Source: Canada Post Office, Information Division, Ottawa.

Table 5. Population Trends, Riverhurst Region, 1921-66\*

	1921	1961	1966	Long-term Growth Index	Short-term Growth Index
				1921-66	1961-66
Riverhurst	330	281	310	93.93	110.32
Lawson	87	72	76	87.35	105.55
Central Butte	221	459	483	218.55	105.22
Maple Bush Rural Municipality	1,596	588	708	44.36	120.40
Enfield Rural Municipality	1,796	792	760	42.31	95.95
Province of Saskatchewan	757,510	925,181	954,000**	125.93	103.11

\* Sources: Dominion Bureau of Statistics, Ottawa, and Saskatchewan Municipal Directory, Department of Municipal Affairs, Regina, 1966.

\*\*D.B.S. Intercensal Estimate.

Table 6. Services in Village Centers, 1966\*

Division	Royal Commission Village Center Service Classification	Group	Type of Service	Riverhurst		Lawson	
				Service Present in 1966	No. of Estab- lishments	Service Present in 1966	No. of Estab- lishments
Transport & communications	Mail Railway		Post office	x	1	x	1
			Railway station	x	1	x	1
	Telecommunications		Telegraph office				
			Rural telephone exchange	x	1		
Product assemblers	Trucking & warehousing		Local truck delivery	x	1		
	Farm products		Grain buyer	x	3	x	2
			Cattle buyer				
Retail trade	General merchandise		General store	x	2	x	1
			General merchandise				
	Automotive supply Building materials		Garage	x	4	x	1
			Lumber yard	x	1		
			Hardware	x	1		
	Farm equipment		Implement dealer	x	3		
			Bulk fuel dealer	x	3	x	1
	Food		Grocery				
	Eating & drinking places		Cafe & confectionery	x	1		

\*Based on field investigation, July 1966.



Table 6. Services in Village Centers, 1966\* (continued)

Royal Commission Village Center Service Classification			Riverhurst		Lawson	
Division	Group	Type of Service	Service Present in 1966	No. of Estab- lishments	Service Present in 1966	No. of Estab- lishments
Public services	Educational services	Intermediate-size school	x	1	x	1
		Affiliated church	x	1	x	1
	Religious services	Parish church	x	1		
		Village office	x	1		
	Local government	Rural Municipality office			x	1
Recreational services		Winter sports premises	x	2		
		Summer sports ground	x	1		
		Community hall	x	1		
	Membership organizations	National associations	x	1	x	1
		Agricultural organizations	x	1		
Commercial services	Lodging services	Hotel beer parlor	x	1		
	Repair services	Blacksmith				
Carpenter		x	1			
Barber		x	1			
Pool room						
Banking & finance	Banking	Credit union	x	1		
Totals		32	25	36	10	11

\*Based on field investigation, July 1966.

Table 7. School Enrollment, Riverhurst Region, February 1967\*

Grade	Student Enrollment		
	Riverhurst	Lawson	Central Butte
1	12	6	45
2	10	4	38
3	11	5	34
4	17	6	40
5	12	8	27
6	9	4	29
7	17	5	34
8	15	7	21
9	17		39
10	9		30
11	11		24
12			27
Total enrollment	140	45	388

\*Data supplied by the Superintendent of Schools, School Unit No. 23, Herbert, Sask.



Table 8. Services in Town Centers, Riverhurst Region, 1966\*

Royal Commission Town Center Service Classification		Type of Service	Central Butte	
Division	Group		Service Present in 1966	No. of Estab- lishments
Transport & communications	Mail	Post office	x	1
	Railway	Railway station	x	1
	Telecommunications	Telegraph office		
		Telephone exchange	x	1
	Trucking & warehousing Bus line	Local trucker Bus station		
Product assemblers	Farm products	Grain buyer Cattle buyer	x	3
Retail trade	General merchandixe	General store		
		General merchandise		
	Automotive dealers and supply	Garage	x	4
		Automobile dealer	x	1
		Parts & accessories	x	1
	Building materials and supply	Lumber yard	x	1
		Hardware store	x	1
	Farm equipment & supply	Implement dealer	x	4
		Fuel oil dealer	x	3
		Grocery or supermarket	x	2
		Liquor store	x	1
	Food	Meat market		
	Eating & drinking places	Cafe & confectionery	x	2
	Apparel & accessories	Clothing store	x	1
	Home accommodation & furnishings	Appliance store & service		
	Miscellaneous retail	Drug store	x	1
Public services	Educational services	Enlarged school	x	1
		Public library		
	Religious services	Affiliated church	x	1
		Parish church	x	1

\*Based on field investigation, July 1966.

Table 8. Services in Town Centers, Riverhurst Region, 1966\* (continued)

Royal Commission Town Center Service Classification		Type of Service	Central Butte	
Division	Group		Service Present in 1966	No. of Estab- lishments
	Local government	Rural Municipality office	x	1
		Town office	x	1
		Active Chamber of Commerce	x	1
	Recreational services	Winter sport premises	x	1
		Summer sports ground		
		Community hall		
	Membership organizations	National associations	x	2
		Agricultural organizations	x	2
	Public safety	Police station	x	1
	Health services	Physician	x	3
		Hospital	x	1
		Dentist		
	Provincial Government	Various departmental offices	x	1
	Federal Government	District Court sittings		
Commercial services	Lodging services	Hotel beer parlor	x	1
	Repair services	Blacksmith		
		Shoemaker	x	1
	Contract construction	Painter & decorator	x	1
		Carpenter		
	Personal services	Barber	x	1
		Beauty parlor		
		Dry cleaning agent	x	1
		Undertaker (agent)		
	Recreational services	Pool room	x	1
		Theater	x	1
	Printing & publishing	Local newspaper		
	Legal services	Barrister &/or solicitor	x	1
	Business services	Auctioneer		
Banking & finance	Banking	Credit union	x	1
		Bank	x	1
		Insurance agent	x	3
Totals		59	40	58

\*Based on field investigation, July 1966.



Table 9. Percentage of Population in Selected Age Groups, 1965\*

	Age Group				
	0-19	20-39	40-59	60-64	65 & over
Riverhurst	46.61	15.34	22.12	2.06	13.86
Lawson	42.50	21.25	17.50	2.50	16.25
Central Butte	36.78	26.86	17.56	3.30	15.50
Maple Bush Rural Municipality	38.92	21.56	26.15	3.19	10.18
Enfield Rural Municipality	43.73	18.66	27.70	1.89	8.02
Province of Saskatchewan	43.34	22.91	20.86	3.55	9.33

\*Source: Saskatchewan Medical Care Insurance Commission, Saskatchewan Hospital Services Plan, Covered Population, Regina, 1965.



Figure 1. The population of Gilroy declined from 24 in 1941 to six in 1966. The building in the left foreground is the United Church.



Figure 2. In the declining hamlet of Gilroy the post office provides one of the few remaining services.

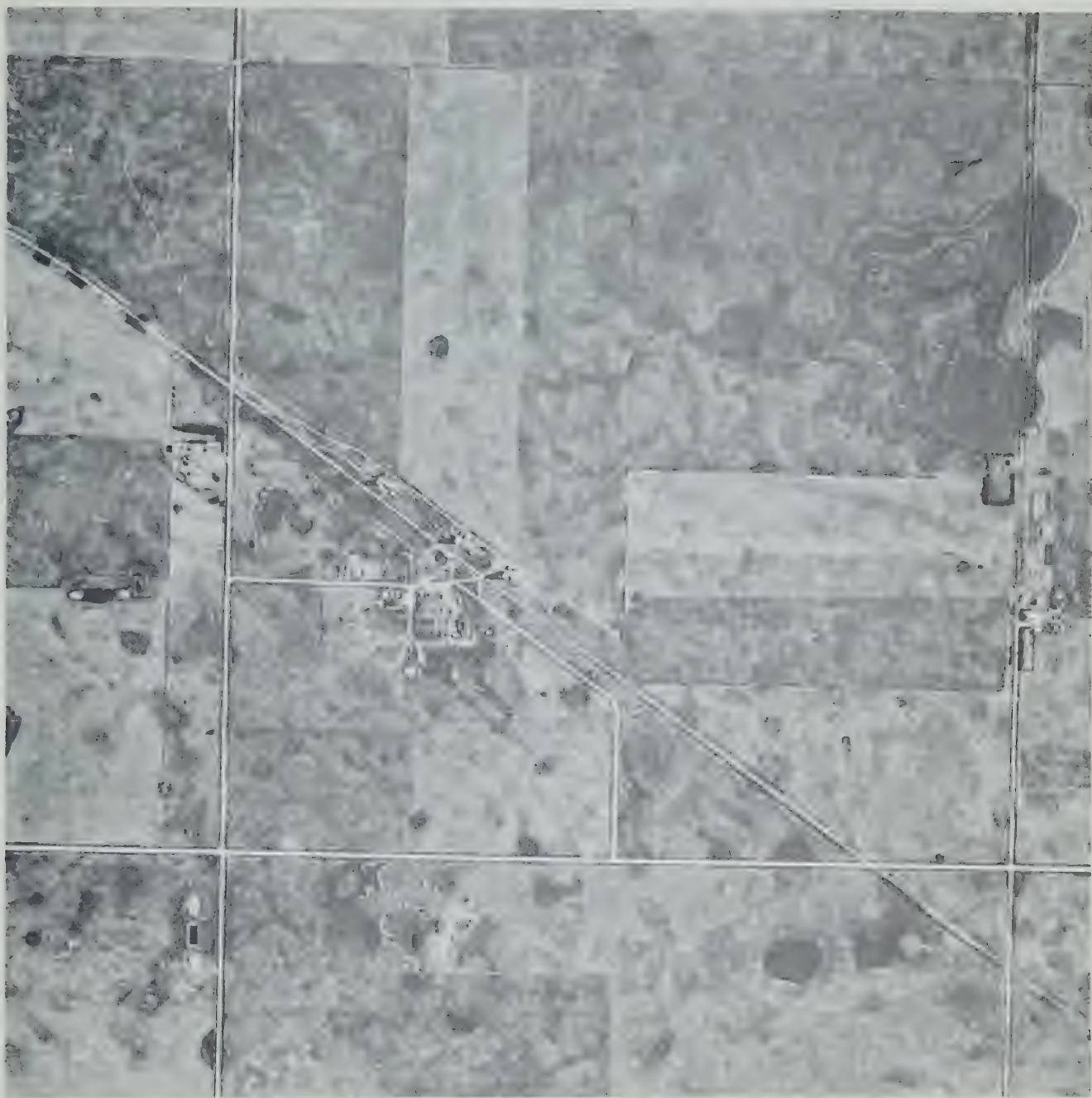


Figure 3. Should railway abandonment occur at Gilroy it seems likely that these buildings and elevators, photographed in June 1958, would be removed. Several of the "burn out" pits which are local features of the Echo clay-loam soil are visible.

0  $\frac{1}{2}$  miles





Figure 4. Deserted buildings at Grainland typify the ultimate fate of many hamlet centers. The population of Grainland declined from 31 in 1951 to two in 1966.



Figure 5. Most of the railside buildings at Grainland (center) have been removed since this photograph was taken in 1958. Only an elevator and a hut remain.

0 3/4  
|—————| miles



Figure 6. The marginal village of Lawson. The only new large buildings in this stagnant community are the school and a Saskatchewan Wheat Pool elevator.





Figure 7. Lawson has not grown in recent years. Nearby, Aiktow Creek, one of the few surface drainage channels in the region, was dry when this photograph was taken in June 1958.

0 1/2  
 └──────────────────────────────────┘ miles



Figure 8. Country elevators at the end of steel at Riverhurst, August 1965.



Figure 9. The main street of Riverhurst in July 1966. The false fronts of the Pioneer Cafe and the Riverhurst Hotel, with its beverage room annex, are prominent features.



Figure 10. Highway 42 approaching Riverhurst from the west (August 1965). This is the main route from Central Butte to the South Saskatchewan River crossing.





Figure 11. Riverhurst in June 1958. This village center, second in importance to Central Butte, has not grown appreciably since 1921.

0  $\frac{1}{2}$   
| miles



Figure 12. Regional suppliers of farm machinery are concentrated at Central Butte. Here they are seen at the western edge of the village in July 1966.



Figure 13. Central Butte is the largest community in the Riverhurst Region. Since this photograph was taken in May 1958 several farm implement dealers have established premises on the north-south highway. The junction of the Riverhurst Subdivision, extending to the northwest, and the Grainland Spur, with associated wye to the north, are clearly visible.

0  $\frac{1}{2}$   
| miles



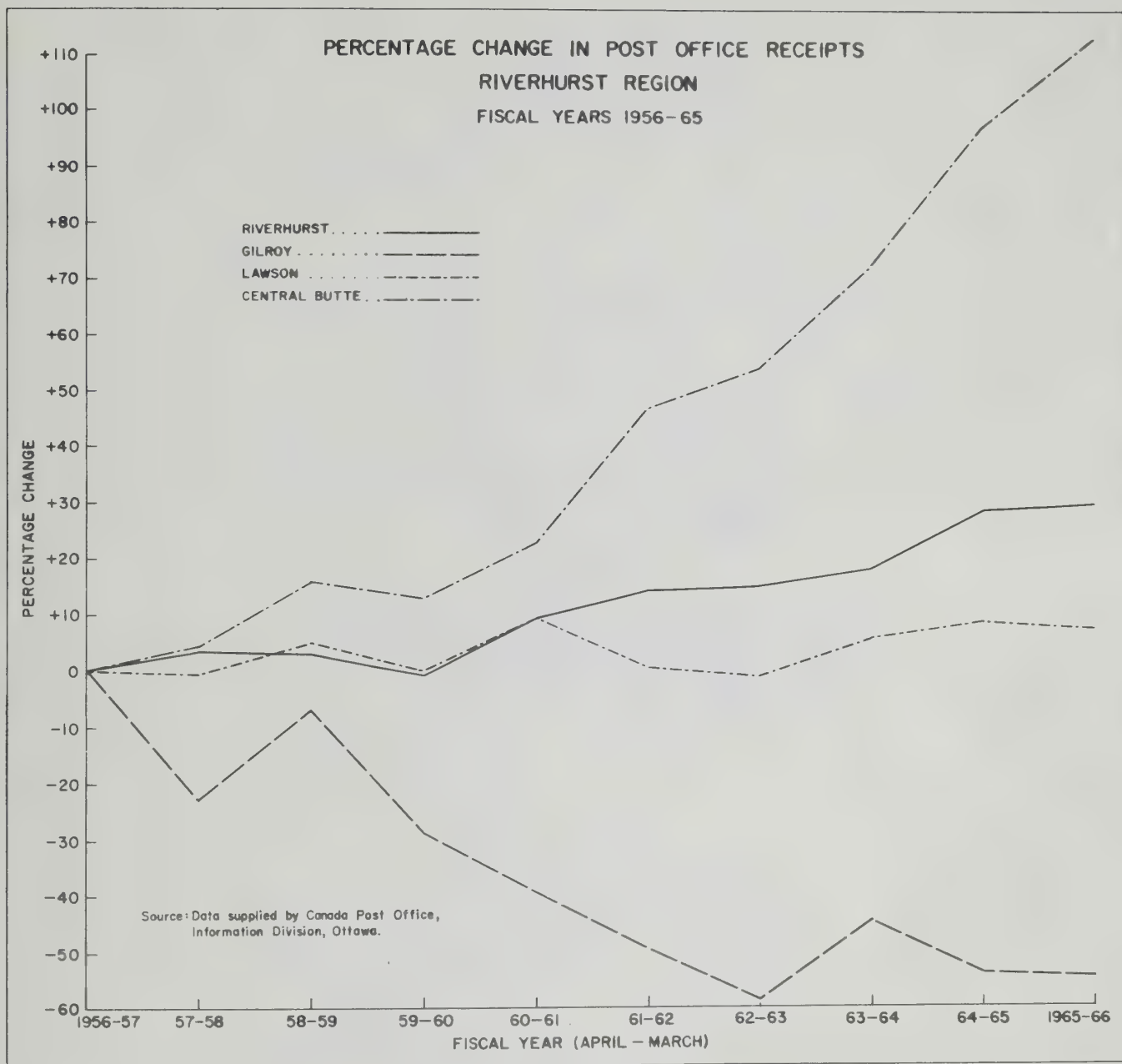


Figure 14.

# RIVERHURST REGION

## POPULATION OF VILLAGES

### 1921-1966

CENTRAL BUTTE . . . . .  
 RIVERHURST . . . . .  
 LAWSON . . . . .  
 ELBOW . . . . .  
 BRIDGEFORD . . . . .

#### Note

1961 population for Central Butte reflects the annexation of a portion of the Rural Municipality of Enfield No. 194 in 1960

The village of Bridgeford was disorganized May 1, 1951

Source : D.B.S., Ottawa

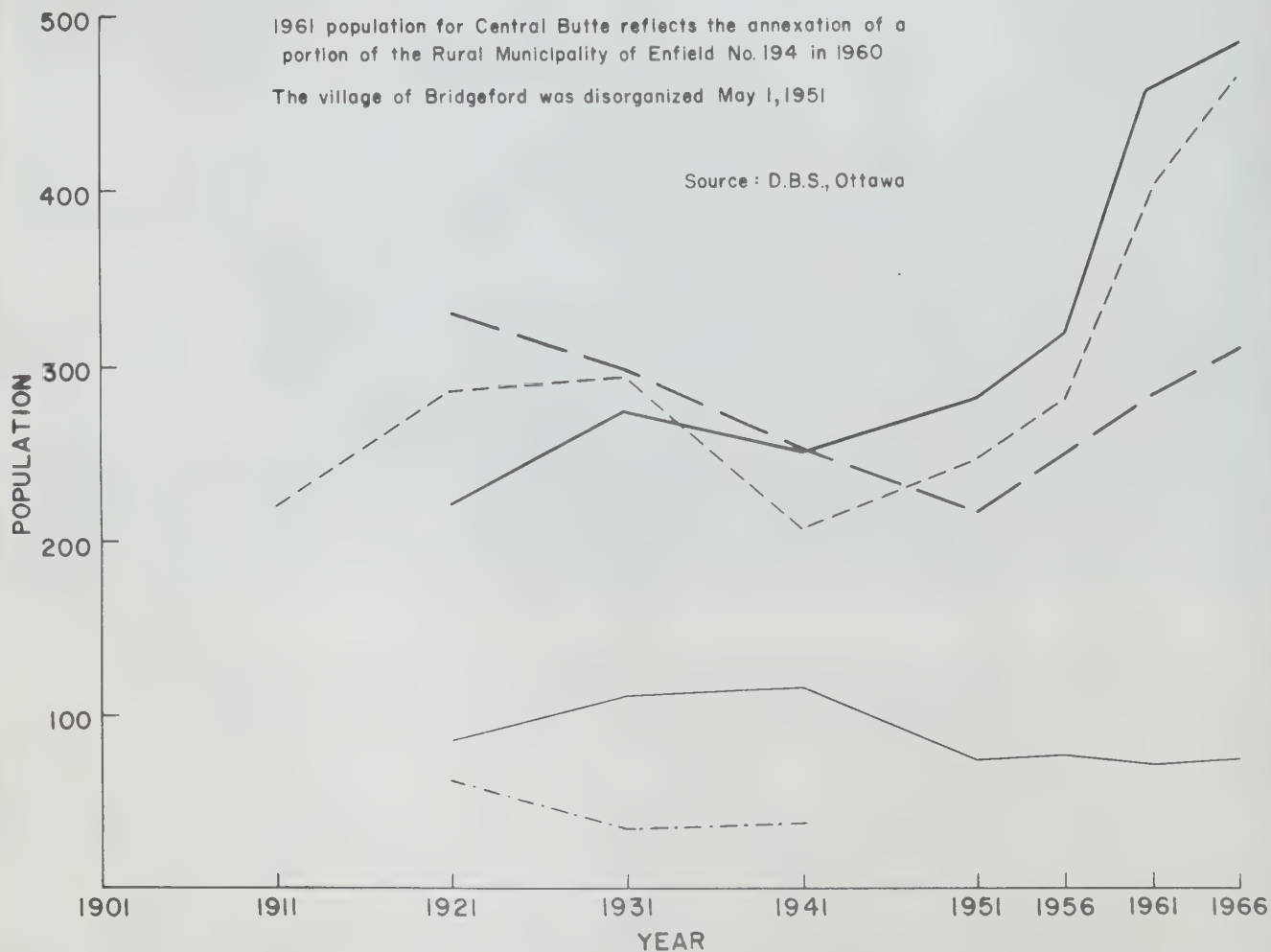
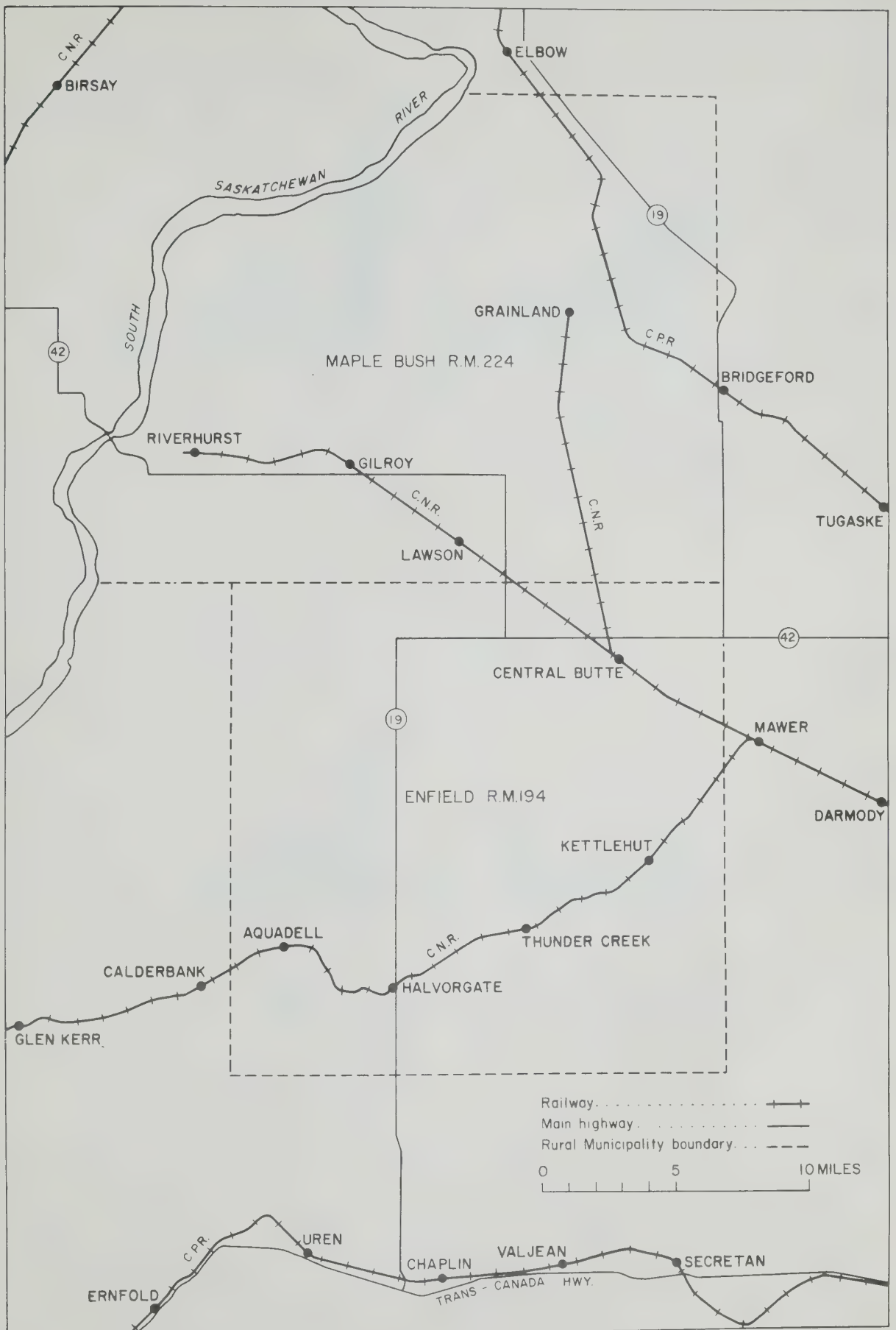


Figure 15.

# RURAL MUNICIPALITIES OF THE RIVERHURST REGION



Produced by the Geographical Branch, Department of Energy, Mines and Resources, 1967.

Figure 16.



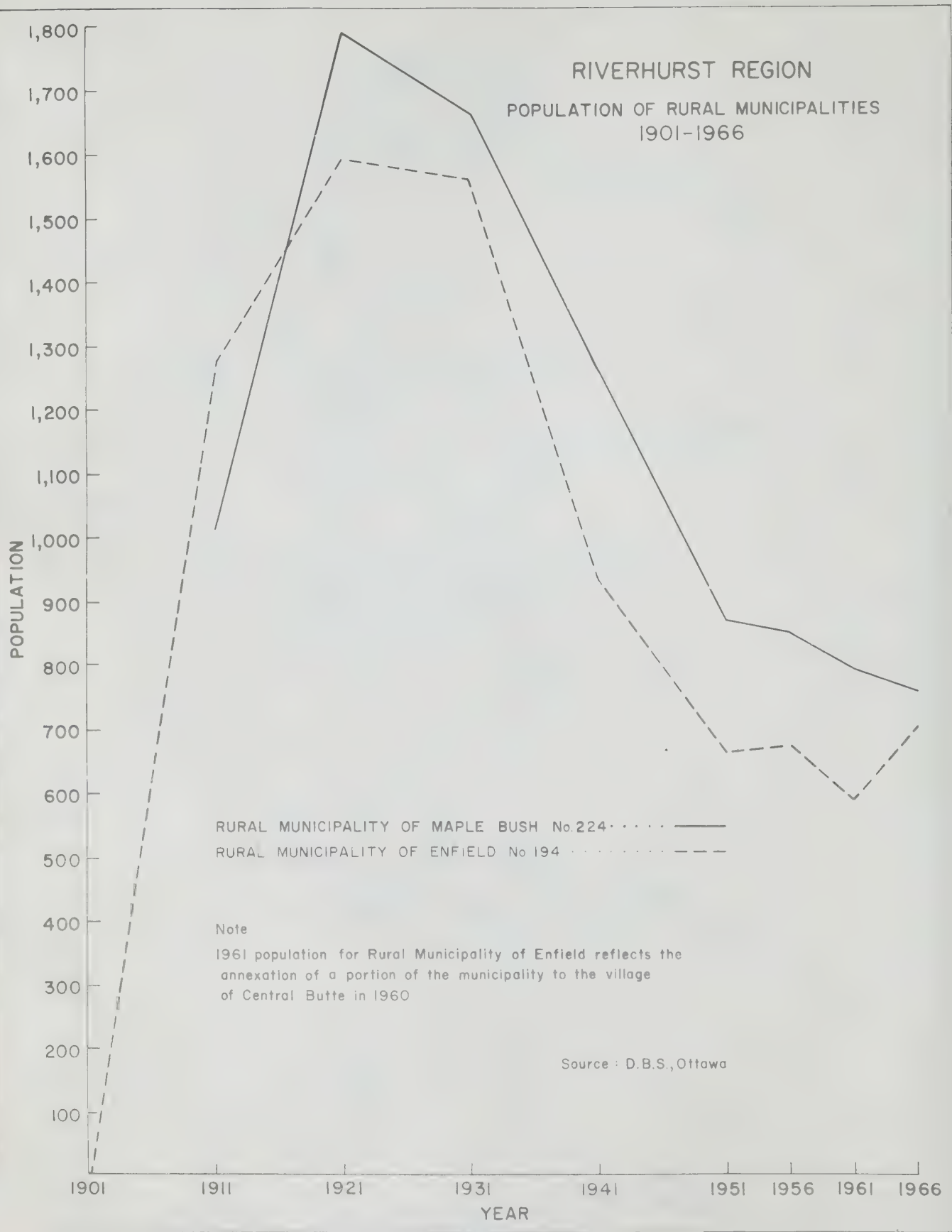


Figure 17.

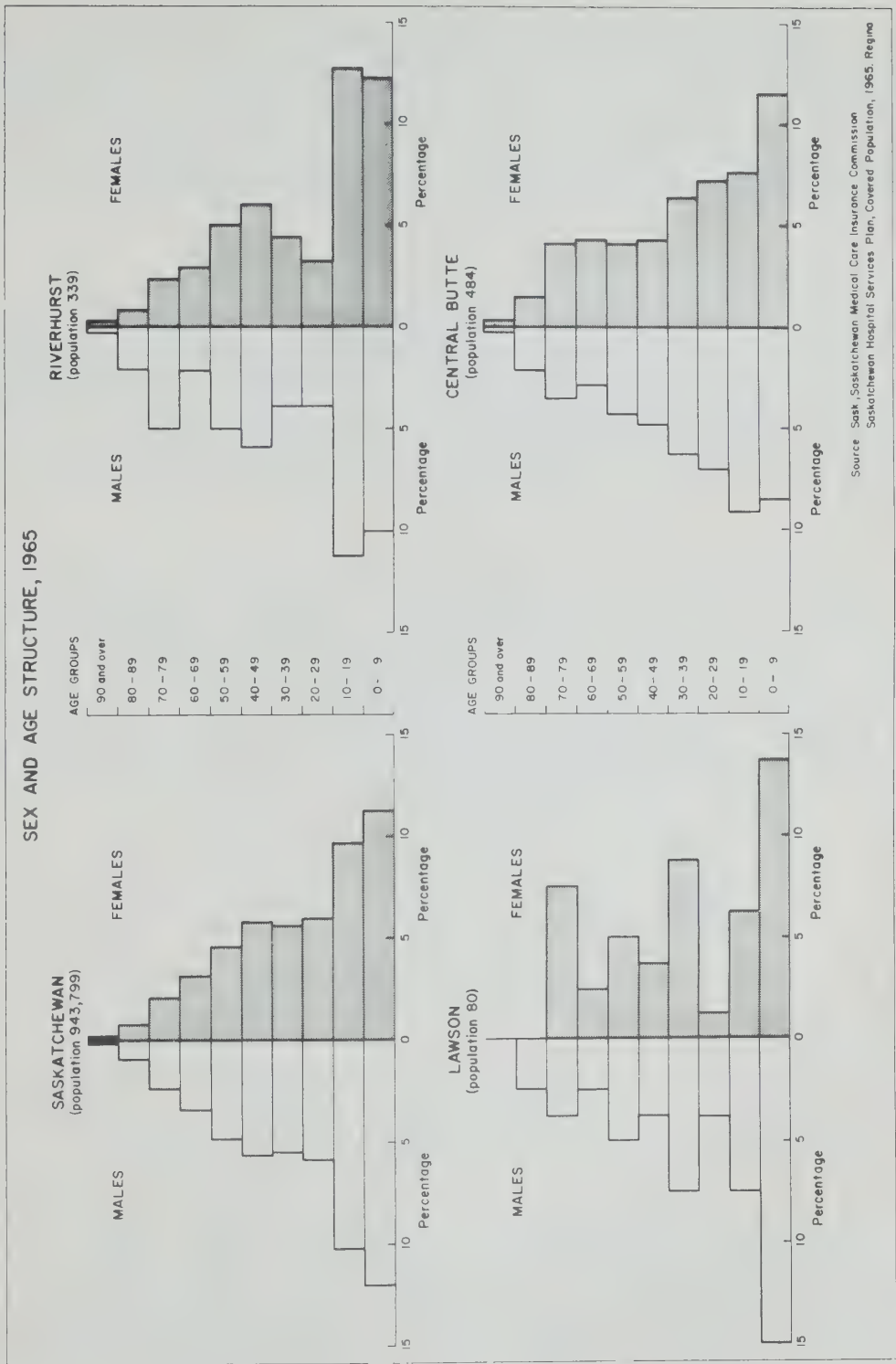


Figure 18.

## CLIMATE

The Riverhurst Region falls within a large zone of Saskatchewan receiving a mean annual precipitation of 12 to 14 inches. Between May 1 and September 30, mean precipitation is 8 to 10 inches, with 3 to 4 inches occurring between June 1 and July 31. The mean annual length of the frost-free period is from 100 to 120 days. However, lack of adequate long-term climatic statistics for the Region has not permitted detailed analysis of rainfall variability or hail incidence.

## SOILS - THE VITAL RESOURCE BASE

It is appropriate to preface a discussion of the agricultural economy of the Riverhurst Region with a brief examination of the types and characteristics of the soils to be found there. The soil is a key factor in crop production, and this, in turn, is of paramount importance in the regional economy. The soil is the product of the underlying parent material, the topography and its associated drainage, the climate and its related organic and vegetational response, the developmental history of the landscape through time, and the activities of man.

The Riverhurst Region is at the eastern boundary of the semi-arid Brown soil zone (see map after page 72). This zone, because of its susceptibility to drought, frequently produces only 50 percent or less of its annual average wheat yield. Since the Prairie Farm Assistance Act went into effect in 1939, payments have been made in 12 years in the Riverhurst area: 15 in Gilroy, 11 in Lawson, 14 in Central Butte, and 17 in Grainland. The Region may, therefore, be considered a problem area insofar as moisture availability is concerned, although the severity of the problem varies slightly among the three major soil associations -- the Echo, the Hatton, and the Fox Valley\*.

## Echo Association

The Echo association occupies the largest area and is characterized by medium to heavy-textured solodized-solonetz soils which have developed on glacial materials and modified bedrock composed primarily of saline shales. The land surface varies from nearly level to gently rolling and is dotted with small depressions known as "burn out" or "blow out" pits where erosion has removed the surface layer, or horizon, of the soil. Although these pits are often filled-in under cultivation, they remain visible in air photographs (Fig. 4), and constitute pockets of low fertility. The upper part of the horizon has an angular, blocky, and platy structure which is acid in reaction, while the lower portion is pale brown in color and is subject to leaching (the downward movement of moisture which carries with it valuable organic and mineral matter). This leached horizon forms the less fertile surface of the burn out pits. The intermediate, or B, horizon varies from dark brown to dark grayish brown in color and has a round-topped, columnar structure. The columns are of a hard consistency. This hardness is highly significant in the farm economy of the Region since a large input of power is required to prepare the soil for seeding, and plowing is therefore more costly than elsewhere. The top of the B horizon is a white wavy line with a high content of soluble salts, like the lower, or C, horizon.

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\*The Major Soil Profiles of Saskatchewan and Their Agricultural Significance.  
H.C. Moss, Dept. of Soil Science, University of Saskatchewan, Saskatoon. 1961.  
The Relationship Between Type of Soil and Yields of Wheat in Saskatchewan.  
H.C. Moss, Dept. of Soil Science, University of Saskatchewan, Saskatoon. 1962.



The solodized-solonetz soils contain smaller quantities of organic matter, nitrogen, and phosphorus than the associated chernozemic soils. The problems relating to the Echo soil association may be summarized as follows:

- Difficulty in maintaining adequate moisture for cultivation and crop growth, particularly in drought years.
- Difficulty in maintaining a good state of tilth, because of high cost of meeting power requirements to break up the hard B horizon.
- Difficult cultivation because of the hummocky and pitted land surface.

The coefficient of variability (percentage deviation from average yield for a period of years) of wheat per acre for the years 1956-58 and 1960-65\* illustrates these production problems. The coefficient of variability for the period was 37.95 percent, while actual annual yields varied from 62.28 percent below average in 1958 to 55.18 percent above average in 1956, 1960, and 1963. There were two years in which the wheat yield was less than half the nine-year average.

#### Hatton Association

The Hatton light loams and fine sandy loams extend across the northern portion of the service areas of Riverhurst and Gilroy and are dominant in the Grainland area. The terrain is undulating, except in the north where the South Saskatchewan River has a deeply incised valley. The light-textured soils have developed on sandy, glacial lake, alluvial deposits. Their columnar, calcareous profiles have well-developed upper horizons which are darker than the thin, underlying, brownish B horizon. Light-colored streaks and spots of carbonate of lime typify this intermediate layer, whereas the C horizon is pale and massively structured. Considerable quantities of lime carbonate are washed downwards from the upper parts of the profile by leaching activity.

The Hatton association has a number of favorable features:

- It has good structure in its A and B horizons.
- It is well drained.
- It possesses a satisfactory level of fertility.
- It is capable of sustaining good crop yields if sufficient moisture is available.

On the other hand, the problem of drought remains, and causes considerable variation in wheat yield. For example, in the service area of Grainland for the period 1956-65, the coefficient of variability of wheat yield was 34.12 percent, with the annual yield ranging from 81.66 percent below average in 1961 to 65.13 percent above average in 1963. During the nine-year period, there were two occasions when a half-crop or less was recorded.

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\*Yield data for farms in the Lawson service area are not available for 1959.

Immediately to the south of the village of Riverhurst, the silty loam of the Fox Valley association mantles a gently undulating terrain. This granular, calcareous soil is notable for its lack of a B horizon. The A horizon contains only a relatively small amount of carbonate of lime and is slightly alkaline to neutral. It is, however, possible to increase the natural fertility of the Fox Valley silty loam with applications of phosphate fertilizer and barnyard manure. Its agricultural significance is not so great as that of the other soil associations because:

- Wind and sheet erosion, which result from rapid surface runoff, can strip away this fertile horizon.
- The fertile A horizon is underlain by a calcareous subsoil (C horizon).
- In dry seasons, fertility is reduced by an inadequate supply of plant nutrients, quite apart from a shortage of moisture.

In the Riverhurst Region the significance of varying and seasonal precipitation should not be underestimated. Although the combination of inferior soils and variability of soil moisture constitutes a problem for grain growers, these difficulties are not unique to the area -- they are common to much of the Brown soil zone of the prairie provinces. The consequent variation in wheat yield is reflected in major fluctuations in both farm income and car-loadings at local railheads (Table 10).

Irrigation developments, associated with the Gardiner Dam on the South Saskatchewan River, some twenty miles to the north, are not expected to lead to a change-over from dry farming in the Riverhurst Region. The areas that are to be irrigated lie to the north of the dam. The new reservoir will border the Riverhurst Region to the west, but there is no plan to pump irrigation water from this lake to areas south of the dam.

#### LAND USE

The farms of the Riverhurst Region specialize in grain production. The dry farming economy of the area requires a large acreage of summerfallow each year to build up a reserve of moisture in the soil for the following year's crop. A high percentage of the land is under cultivation, and less than half the cultivated acreage is under summerfallow in any year (Tables 11 to 15). The ratio of cultivated land to summerfallow has remained fairly constant in most of the Region during the period 1958-66 (Tables 16 to 20). The highest ratios of cropland to summerfallow have occurred in the Grainland service area where a considerable acreage of fall rye (averaging 7,346 acres per year during the period 1956-65) has permitted a reduction in summerfallowing. There was a tendency for the percentage of cultivated land to increase throughout the 1958-66 period, at the expense of the uncultivated acreage which is mostly pasture (Fig. 19 and Table 21). This reflects the continuing high overseas demand for grain (especially wheat) and the wheat acreage expansion stimulus provided by the record-breaking harvests of the prairie provinces in recent years.

Wheat is the dominant crop in the Region. The percentage of farm acreage seeded to wheat was 40.00 in 1966 as compared with 34.40 in 1958. However, the relative importance of wheat varies by service area. The greatest concentration of wheat and durum production is in the Central Butte service area, but this grain crop is of lesser significance at Grainland (Table 22). The regional acreage of oats and barley has been decreasing during the past nine years, whereas that of wheat and durum has tended to increase (Fig. 20). The acreage devoted to rye, forage, flaxseed, rapeseed, and other miscellaneous crops has remained fairly constant, while there has been a steady decline in uncultivated land and some slight cyclic variation in summerfallow acreage (Fig. 21). The seeded acreage summary contained in Tables 11 to 15 further reinforces the view that grain production dominates the farm economy. The continued large number of acres under the specified grains upon which the Canadian Wheat Board bases its delivery quota system still further emphasizes that the Region is a cash grain producing area.

Livestock production plays a relatively minor role in the regional farm economy in terms of cash income generation.

#### GRAIN YIELD AND QUALITY

Wheat yields in the Riverhurst Region fluctuate greatly, according to the amount and seasonal distribution of precipitation (Fig. 22). Cyclical fluctuations also characterize oats and barley yields (Table 23).

In the period 1956-65, there were two years when wheat yields were almost half the ten-year average for the Region. In 1958, crop failure occurred in the Riverhurst, Gilroy, Lawson, and Grainland service areas, and a similar misfortune overtook the Gilroy, Lawson, Grainland, and Central Butte areas in 1961. In 1961, 181 of the 314 farm units in the Riverhurst Region (57.64 percent) received a total of \$82,516 as compensation under the Prairie Farm Assistance Act (Table 24). These figures are typical for southwest Saskatchewan as a whole.

#### PFAA

The Prairie Farm Assistance Act is a form of emergency assistance provided by the federal government to farmers situated in an area where crop failure has occurred. Constitutionally, the responsibility for direct relief to individuals falls to the provincial governments. Accordingly, the federal government can participate only in the case of widespread failure. Yield per acre in a township -- an area of six square miles (36 sections) -- is used as the basis for determining whether or not crop failure has occurred. Payments are calculated on the following scale:

Yield of 0 - 3 bushels per acre:	\$4.00 per acre, to a maximum of \$800.00 per farmer
Yield of 3 - 5 bushels per acre:	\$3.00 per acre, to a maximum of \$600.00 per farmer
Yield of 5 - 8 bushels per acre:	\$2.00 per acre, to a maximum of \$400.00 per farmer

The per acre payment is made on only half of a farmer's cultivated acreage.



Grain producers contribute to the cost of the PFAA program through an assessment of a 1 percent levy on the amounts they receive for grain delivered to licensed dealers. This money is put into a fund, known as the Prairie Farm Emergency Fund, which is supplemented when necessary by moneys from the federal Consolidated Revenue Fund. Those farmers who are contributors to a provincial government crop insurance plan are exempt from the levy and from the benefits of PFAA.

## Protein Content

Protein content has an important influence on the baking strength of wheat and is one of the factors used by the Board of Grain Commissioners as a basis for quality control. The amount, seasonal variation and type of precipitation; the air and soil temperature; and the moisture content, texture and composition of the soil all influence protein content. Usually, protein content is high under relatively dry conditions. It is possible to increase protein content by applying nitrogenous fertilizer to the soil.

The Riverhurst Region produces a wheat crop which usually ranks above the provincial average in protein content (Table 25).

## FARM SIZE

Throughout the prairie provinces there is a continuing trend towards farm consolidation. The rates of increase in farm size vary considerably from place to place, depending on soil fertility, crop yields, climate, degree and type of crop or livestock specialization, land values, farm operating costs, and attitudes of age and ethnic groups. The emphasis is shifting to larger and more economically viable units with adequate capital and technological resources. The economies of scale to be derived from larger farm units result in a more efficient use of farm machinery. In the long run this results in a decrease in machinery expenditure per acre. One significant result of farm consolidation has been a decrease in the farm population (Fig. 17) so that, paralleling the trend towards larger farms, there has been a tendency for people to leave farms and take up residence in local villages and towns.

An analysis has been made of the trends in farm consolidation in Saskatchewan for the period 1958-66 and a more detailed examination of farm characteristics for the crop year 1962-63. The process of farm consolidation first becomes apparent from the Summary of Seeded Acreages published annually by the Canadian Wheat Board. In the province of Saskatchewan, 107,128 elevator grain delivery permits were issued for the crop year 1958-59, compared to 95,541 for 1965-66. This is a 10.82 percent decrease. In the Riverhurst Region, a 13.48 percent decrease was recorded for the same period, suggesting a more rapid trend to farm consolidation in the semi-arid areas of the province. Table 26 illustrates the decline in number of permits issued by station, and it is interesting to note that in all areas except Lawson, there has been a decrease in the number of farm units delivering grain. The marked decrease for Grainland in 1966, and the accompanying increase for Lawson, suggest a change in delivery point preference, although it has not been possible to confirm this.

The greatest increase in farm size has occurred in the Central Butte service area, where the average farm size increased from 592.04 acres in 1958 to 851.48 acres in 1966, resulting in a 43.82 percent increase (Figs. 23 and 24). The growth rate has been lowest in the Riverhurst service area, where the average farm size in 1958 was 747.33 acres as compared with a 1966 average of 867.04 acres -- a 16.01 percent increase. These differential rates of growth may be partially explained by the fact that Riverhurst area farms were larger in 1958 than those of Central Butte and therefore a lower growth rate was to be expected. The average Central Butte farm now almost equals the average Riverhurst farm in size. In fact, the range in average farm size among the five service areas has narrowed from 193.54 acres in 1958 to 100.26 acres in 1966. The Riverhurst service area was characterized by a larger average farm size earlier than the other service areas. This suggests that the process of consolidation in Riverhurst by 1958 was ahead of that in the other areas.

An important unanswered question remains; namely, what will be the average farm size in the Riverhurst area in 1975 or 1985? In view of all the variables contributing to farm consolidation trends, the temptation to extrapolate present growth rates into the future has been resisted. Perhaps the only statement that can be made with some degree of assurance is that the present farm consolidation trend is unlikely to be reversed and will continue to characterize western agriculture in the years to come.

An analysis of farm size characteristics for the crop year 1962-63 indicates that the most commonly occurring farm size (modal size) is a half section (320 acres), although the average farm size for the Riverhurst Region is a complete section (640 acres). Both the average and the range in farm size tend to be greater in the northern part of the Region (Table 27). The large number of units ranging from 320 acres to 639 acres in 1962-63 is shown in Table 28. This group comprised 32.24 percent of the total farm units, whereas 10.74 percent of the farms were smaller than a half section. It is interesting to note that 42.98 percent of all units were under 640 acres, and it seems likely that this group would be most affected by subsequent farm consolidation. In the higher categories, farm units ranging from one section to 959 acres in size formed 25.40 percent of the total, those from 960 acres to 1,279 acres, 17.91 percent, and units of two sections or more in size 13.68 percent.

There were no significant variations during the crop year 1962-63 in the proportions of land owned and rented in each of the service areas. Almost two thirds of the farmland was owned by the operator (Table 29).

## MARKETING

The farm economy of the Riverhurst Region is governed by the production of grain (principally wheat) for export markets. More than 50 percent of the grain produced in each service area is delivered to the licensed country elevators located at Riverhurst, Gilroy, Lawson, Grainland, and Central Butte (Table 10). From these points it is shipped by rail to terminals at the Lakehead. However, not all the grain produced is disposed of in this manner. A portion must be retained on the farms to provide seed for the following year's crop. A farm operator also has the option of feeding grain to his own livestock, although, in the Riverhurst Region, this takes but a small percentage of the harvest. Some grain is kept in farm granaries for delayed delivery to the elevators, subject to

constraints imposed by delivery quotas issued by the Canadian Wheat Board, or as each farm operator's own marketing preference dictates. Other marketing possibilities are the cash sale of grain to feed lot operators who specialize in finishing cattle, or to feed mills in Moose Jaw.

The quantity of grain delivered to licensed elevators for each crop year (August 1 to July 31) has been calculated for the different service areas. But it is not possible to correlate the percentage of crop production delivered to elevators with the percentage disposed of elsewhere for any one calendar year. Tables 30 to 34 indicate the greater significance of grain sales to country elevator companies and cooperatives, relative to the amount of grain withheld for all other uses, while Table 10 depicts fluctuations in the quantity of grain delivered at each station during a 23-year period. Variations in average production and deliveries of grain for a shorter time span are expressed in Table 35 as indices of production and delivery. These fluctuations in receipts of grain are reflected, in turn, in the numbers of carloads dispatched from the stations concerned (Figs. 35 to 37 and Table 39). Further reference to grain movement will be made in Chapter 3.

The location of elevator service areas (Figs. 31, 32 and 37) reflects the farm-to-elevator marketing pattern. To determine the factors governing choice of delivery point, a survey is being conducted among farm operators throughout the prairies. Analysis of the data received so far indicates the significance of geographic proximity and ease of access in delivery point preference, and reveals the attraction exerted by the more varied retail and business services provided at Central Butte. Other factors which are very important, but which are difficult to assess, are the preferences of individual farm operators for particular elevator companies or cooperatives, and the value of goodwill built up over the years between farmers and elevator agents (Table 36).

The survey, when completed, should provide some indication of contemplated changes in farm operation (Table 37). It is interesting to note that the data received to date indicate a continuance of those trends previously identified; namely, those of increasing grain acreage and farm consolidation. There is a correlation between the professed intentions of the farmers of the Region to intensify cultivation and increase the use of fertilizer. In the Lawson service area there seems to be a growing emphasis on livestock production.





Table 11. Seeded, Specified and Farm Acreage, 1958 to 1966, Riverhurst Service Area\*

	1958	1959	1960	1961	1962	1963	1964	1965	1966
Wheat and Durum	23,457	26,251	26,732	25,851	26,501	27,482	29,455	28,147	28,377
% of total acreage	32.70	36.44	36.65	35.62	36.60	36.72	39.27	38.58	38.29
Oats	2,887	3,731	3,253	3,285	3,897	3,395	2,354	2,167	2,236
% of total acreage	4.02	5.18	4.46	4.53	5.38	4.54	3.14	2.97	3.01
Barley	4,737	2,114	1,582	884	798	1,231	357	460	1,075
% of total acreage	6.60	2.93	2.17	1.22	1.10	1.64	.48	.63	1.45
Other Crops	2,216	2,089	1,800	3,460	1,417	4,229	4,164	4,556	4,219
% of total acreage	3.09	2.90	2.47	4.77	1.96	5.65	5.55	6.24	5.89
Summerfallow	25,642	25,572	25,825	27,048	26,201	27,167	27,456	26,873	27,083
% of total acreage	35.74	35.50	35.41	37.27	36.19	36.30	36.60	36.83	36.54
Uncultivated land	12,815	12,284	12,538	12,045	11,622	11,346	11,227	10,760	10,657
% of total acreage	17.86	17.05	17.19	16.60	16.05	15.16	14.97	14.75	14.38
Specified acreage	58,389	59,330	59,507	58,352	56,497	63,184	63,726	62,118	63,333
% of total acreage	81.39	82.36	81.60	80.40	78.04	84.41	84.95	85.14	85.46
Total farm acreage	71,744	72,041	72,933	72,573	72,399	74,850	75,013	72,963	74,107

\*Source: Canadian Wheat Board.

Table 12. Seeded, Specified and Farm Acreage, 1958 to 1966, Gilroy Service Area\*

	1958	1959	1960	1961	1962	1963	1964	1965	1966
Wheat and Durum									
acres seeded	11,072	11,979	12,987	11,268	10,969	11,544	12,393	13,028	12,918
% of total acreage	34.01	38.31	41.13	37.25	37.51	39.48	39.77	40.16	43.07
Oats									
acres seeded	1,058	1,577	1,460	1,243	1,509	1,358	1,057	1,155	710
% of total acreage	3.25	5.04	4.62	4.11	5.16	4.64	3.39	3.56	2.36
Barley									
acres seeded	1,920	1,021	800	758	461	665	735	680	470
% of total acreage	5.90	3.27	2.53	2.51	1.58	2.27	2.36	2.10	1.56
Other Crops									
acres seeded	1,378	1,196	1,178	1,053	1,256	870	1,105	1,295	1,230
% of total acreage	4.23	3.28	3.73	3.48	4.30	2.98	3.55	3.99	4.10
Summerfallow									
acres	12,735	11,619	11,530	12,080	11,602	11,590	12,249	12,797	11,366
% of total acreage	39.12	37.16	36.51	39.93	39.68	39.64	39.31	39.45	37.90
Uncultivated land									
acres	4,393	3,977	3,624	3,848	3,443	3,213	3,623	3,485	3,295
% of total acreage	13.49	12.72	11.48	12.72	11.77	10.99	11.63	10.74	10.98
Specified acreage									
acres	27,843	27,079	27,420	25,424	23,483	25,942	27,497	28,915	26,554
% of total acreage	85.52	86.60	86.83	84.05	80.31	88.72	88.24	89.13	88.54
Total farm acreage	32,556	31,269	31,579	30,250	29,240	29,240	31,160	32,440	29,989

\*Source: Canadian Wheat Board.



Table 13. Seeded, Specified and Farm Acreage, 1958 to 1966, Lawson Service Area\*

	1958	1959	1960	1961	1962	1963	1964	1965	1966
Wheat and Durum									
acres seeded	17,086	16,717	18,670	18,554	20,561	22,709	24,648	22,689	24,796
% of total acreage	35.90	35.27	36.27	34.83	36.93	40.10	42.56	40.92	41.77
Oats									
acres seeded	1,272	1,790	1,982	1,641	1,959	1,947	1,243	1,447	1,279
% of total acreage	2.67	3.78	3.85	3.08	3.52	3.44	2.15	2.61	2.15
Barley									
acres seeded	2,989	2,785	2,242	1,714	1,550	1,420	917	1,285	1,223
% of total acreage	6.28	5.88	4.36	3.22	2.78	2.51	1.58	2.32	2.06
Other Crops									
acres seeded	1,212	1,479	2,339	2,292	1,417	1,421	1,790	1,627	2,068
% of total acreage	2.55	1.00	4.54	4.30	2.55	2.51	3.09	2.93	3.48
Summerfallow									
acres	18,623	18,235	18,902	21,302	22,125	21,682	22,086	21,687	22,889
% of total acreage	39.13	38.48	36.72	39.99	39.74	38.28	38.14	39.11	38.56
Uncultivated land									
acres	6,411	6,388	7,340	7,770	8,061	7,459	7,225	6,714	7,104
% of total acreage	13.47	13.48	14.26	14.59	14.48	12.88	12.48	12.11	11.96
Specified acreage									
acres	40,704	40,336	42,643	42,017	43,121	48,824	50,196	48,395	51,840
% of total acreage	85.53	85.11	82.84	78.87	77.45	86.20	86.68	87.28	87.33
Total farm acreage	47,593	47,394	51,475	53,273	55,673	56,638	57,909	55,449	59,359

\*Source: Canadian Wheat Board.

Table 14. Seeded, Specified and Farm Acreage, 1958 to 1966, Central Butte Service Area\*

	1958	1959	1960	1961	1962	1963	1964	1965	1966
Wheat and									
Durum									
acres seeded	22,216	21,338	21,649	19,532	20,879	23,210	25,153	25,410	24,336
% of total acreage	41.69	39.02	41.54	36.82	40.19	42.89	46.19	44.33	42.23
Oats									
acres seeded	1,539	1,994	1,565	1,386	1,830	1,404	957	820	618
% of total acreage	2.89	3.65	3.00	2.61	3.52	2.59	1.76	1.43	1.14
Barley									
acres seeded	2,327	2,360	1,245	2,010	1,525	1,775	945	1,092	1,280
% of total acreage	4.37	4.32	2.39	3.79	2.94	3.28	1.74	1.91	2.37
Other									
Crops									
acres seeded	2,238	2,594	5,043	4,592	3,281	3,141	2,879	3,030	2,976
% of total acreage	4.20	4.74	9.68	8.66	6.32	5.80	5.29	5.29	5.53
Summerfallow									
acres	21,307	22,183	19,008	21,520	20,619	20,646	20,522	23,244	20,995
% of total acreage	39.99	40.57	36.47	40.57	39.69	38.15	37.69	40.55	39.02
Uncultivated									
land									
acres	3,657	4,216	3,607	4,009	3,821	3,935	3,997	3,722	3,593
% of total acreage	6.86	7.71	6.92	7.56	7.35	7.27	7.34	6.49	6.67
Specified									
acreage									
acres	48,442	49,282	45,417	43,984	42,183	49,861	50,106	53,241	50,045
% of total acreage	40.91	90.12	87.14	82.91	81.19	92.15	92.02	92.89	93.02
Total farm acreage	53,284	54,685	52,117	53,049	51,955	54,111	54,453	57,318	53,798

\*Source: Canadian Wheat Board.

Table 15. Seeded, Specified and Farm Acreage, 1958 to 1966, Grainland Service Area\*

	1958	1959	1960	1961	1962	1963	1964	1965	1966
Wheat and Durum	5,857	5,111	6,532	5,927	3,986	4,455	4,939	9,018	4,205
% of total acreage	27.73	26.18	31.65	28.94	23.73	26.38	27.92	39.97	31.66
Oats	1,745	1,464	1,836	1,526	1,424	1,190	1,090	1,015	705
% of total acreage	8.26	7.50	8.90	7.45	8.48	7.05	6.16	4.50	5.30
Barley	953	598	510	175	348	640	585	255	656
% of total acreage	4.51	3.06	2.47	.85	2.07	3.79	3.31	1.13	4.93
Other Crops	2,189	3,117	2,447	2,277	3,031	2,769	2,874	2,794	1,585
% of total acreage	10.36	15.97	11.86	11.12	18.04	16.40	16.25	12.38	11.93
Summerfallow	6,401	5,403	5,390	6,675	4,781	4,518	4,333	5,984	3,619
% of total acreage	30.31	27.68	26.11	32.59	28.46	26.75	24.50	26.52	27.25
Uncultivated land	3,975	3,827	3,925	3,900	3,230	3,317	3,868	3,494	2,510
% of total acreage	18.82	19.61	19.02	19.04	19.23	19.64	21.87	15.49	18.90
Specified acreage	16,997	15,253	16,530	16,188	12,430	13,467	13,776	18,966	10,770
% of total acreage	80.48	78.14	80.09	79.04	73.99	79.74	77.88	84.07	81.09
Total farm acreage	21,120	19,520	20,640	20,480	16,800	16,889	17,689	22,560	13,280

\*Source: Canadian Wheat Board.



Table 16. Percentage of Service Areas Cultivated and in Summerfallow, and Ratio of Cultivated Acreage to Summerfallow, 1958 to 1966\*  
Riverhurst Service Area

Year	Cultivated Acreage %	Summerfallow Acreage %	Ratio of Cultivated to Summerfallow Acreage
1958	46.40	35.74	1.29
1959	47.45	35.50	1.31
1960	47.40	35.41	1.33
1961	46.13	37.27	1.23
1962	47.76	36.19	1.31
1963	48.54	36.30	1.33
1964	48.45	36.60	1.32
1965	48.42	36.83	1.31
1966	49.08	36.54	1.34

\*Based on data supplied by the Canadian Wheat Board.

Table 17. Percentage of Service Areas Cultivated and in Summerfallow, and Ratio of Cultivated Acreage to Summerfallow, 1958 to 1966\*  
Gilroy Service Area

Year	Cultivated Acreage %	Summerfallow Acreage %	Ratio of Cultivated to Summerfallow Acreage
1958	47.39	39.12	1.21
1959	50.12	37.16	1.34
1960	52.01	36.51	1.42
1961	47.35	39.93	1.18
1962	48.55	39.68	1.22
1963	49.37	39.64	1.24
1964	49.06	39.31	1.24
1965	49.81	39.45	1.26
1966	51.12	37.90	1.34

\*Based on data supplied by the Canadian Wheat Board.

Table 18. Percentage of Service Areas Cultivated and in Summerfallow, and Ratio of Cultivated Acreage to Summerfallow, 1958 to 1966\*  
Lawson Service Area

Year	Cultivated Acreage %	Summerfallow Acreage %	Ratio of Cultivated to Summerfallow Acreage
1958	47.40	39.13	1.21
1959	48.04	38.48	1.24
1960	49.02	36.72	1.33
1961	45.42	39.99	1.13
1962	45.78	39.74	1.15
1963	48.84	38.28	1.26
1964	49.38	38.14	1.29
1965	48.78	39.11	1.24
1966	49.48	38.56	1.28

\*Based on data supplied by the Canadian Wheat Board.

Table 19. Percentage of Service Areas Cultivated and in Summerfallow, and Ratio of Cultivated Acreage to Summerfallow, 1958 to 1966\*  
Grainland Service Area

Year	Cultivated Acreage %	Summerfallow Acreage %	Ratio of Cultivated to Summerfallow Acreage
1958	50.87	30.31	1.67
1959	52.71	27.68	1.90
1960	54.87	26.11	2.10
1961	48.37	32.59	1.48
1962	52.31	28.46	1.83
1963	53.61	26.75	2.00
1964	53.63	24.50	2.18
1965	57.99	26.52	2.18
1966	53.85	27.25	1.97

\*Based on data supplied by the Canadian Wheat Board.

Table 20. Percentage of Service Areas Cultivated and in Summerfallow, and Ratio of Cultivated Acreage to Summerfallow, 1958 to 1966\*  
Central Butte Service Area

Year	Cultivated Acreage %	Summerfallow Acreage %	Ratio of Cultivated to Summerfallow Acreage
1958	53.15	39.99	1.32
1959	51.72	40.57	1.27
1960	56.61	36.47	1.55
1961	51.87	40.57	1.27
1962	52.96	39.69	1.33
1963	54.58	38.15	1.43
1964	54.97	37.69	1.45
1965	52.96	40.55	1.30
1966	54.31	39.02	1.39

\*Based on data supplied by the Canadian Wheat Board.

Table 21. Percentage of Cultivated Farmland, including Summerfallow, 1958 to 1966\*

Year	Service Area				
	Riverhurst	Gilroy	Lawson	Grainland	Central Butte
	%	%	%	%	%
1958	82.14	86.51	86.53	81.18	93.14
1959	82.95	87.28	86.52	80.39	92.29
1960	82.81	88.52	85.74	80.98	93.08
1961	83.40	87.28	85.41	80.96	92.44
1962	83.95	88.23	85.52	80.77	92.65
1963	84.84	89.01	87.12	80.36	92.73
1964	85.05	88.37	87.52	78.13	92.66
1965	85.25	89.26	87.89	84.51	93.51
1966	85.62	89.02	88.04	81.10	93.33
1958-66 average	84.00	88.17	86.70	80.94	92.87

\*Based on data supplied by the Canadian Wheat Board.



Table 22. Percentage of Farm Acreage in Selected  
Crops, 1958 to 1966 Average

Service Area	Wheat & Durum	Oats	Barley	Other Crops
	%	%	%	%
Riverhurst	36.76	4.13	2.02	4.28
Gilroy	38.96	4.01	2.67	3.73
Lawson	38.28	3.02	3.44	2.99
Grainland	29.35	7.06	2.90	13.81
Central Butte	41.98	2.51	3.01	6.16

Table 23. Wheat, Oats and Barley Yields, Riverhurst Region, 1956-65\*  
(bushels per acre)

Service Area	Wheat			Oats			Barley		
	High	Low	Range	Average	High	Low	Range	High	Average
Riverhurst	25	7	18	14.9	50	10	40	35	29.4
Gilroy	20	7	13	14.6	50	15	35	30	33.4
Lawson	25	6	19	16.11	50	10	40	40	28.3
Grainland	18	2	16	10.9	40	3	37	25	19.4
Central Butte	30	8	22	18.2	60	20	40	40	40.0
								15	25
								25	26.6

\*Based on data supplied by the Canadian Wheat Board.

Table 24. PFAA Payments to Service Areas in the Riverhurst Region, 1961 to 1966\*

	1961	1962	1963	1964	1965	1966
<u>Riverhurst</u>						
PFAA recipients	41	32	—	18	—	—
Farm units receiving payments	41%	32.65%	—	19.78%	—	—
Amount paid	\$19,535	\$ 9,750	—	\$ 4,321	—	—
<u>Gilroy</u>						
PFAA recipients	32	29	—	6	—	—
Farm units receiving payments	74.42%	52.50%	—	15.79%	—	—
Amount paid	\$12,607	\$ 9,195	—	\$ 1,702	—	—
<u>Lawson</u>						
PFAA recipients	29	26	—	7	—	—
Farm units receiving payments	45.31%	38.24%	—	11.11%	—	—
Amount paid	\$11,075	\$ 8,820	—	\$ 2,097	—	—
<u>Grainland</u>						
PFAA recipients	27	26	—	23	—	—
Farm units receiving payments	87%	100%	—	100%	—	—
Amount paid	\$17,600	\$ 8,482	—	\$ 8,526	—	—
<u>Central Butte</u>						
PFAA recipients	52	47	—	51	—	—
Farm units receiving payments	68%	62%	—	72%	—	—
Amount paid	\$21,699	\$14,188	—	\$16,757	—	—

\*Canada Department of Agriculture data.



Table 25. Protein Content of Hard Red Spring Wheat, 1961 to 1966\*

Year	Riverhurst			Gilroy			Lawson			Grainland		
	No. of samples	Average %	Range %	No. of samples	Average %	Range %	No. of samples	Average %	Range %	No. of samples	Average %	Range %
1961	5	15.2	14.4-16.0				4	14.8	14.5-15.3	2	14.5	14.3-14.7
1962	5	16.3	15.6-17.7	2	15.4	15.1-15.7	4	14.9	14.2-15.7	2	15.0	14.8-15.3
1963	4	15.4	15.1-15.8	2	15.5	15.0-16.0	5	15.5	14.2-16.3	1	14.7	
1964	3	16.8	16.6-17.0	2	16.2	15.8-16.6	3	16.5	16.3-16.7			
1965	4	15.2	14.9-15.8	3	16.7	15.7-17.2	3	17.0	16.4-17.6			
1966	5	15.2	14.4-16.2	4	14.6	12.7-17.0	6	15.3	14.3-16.2			
Year	Central Butte			Crop District 3 An**			Saskatchewan			Prairie Provinces		
	No. of samples	Average %	Range %	No. of samples	Average %	Range %	No. of samples	Average %	Range %	No. of samples	Average %	Range %
1961	5	13.7	13.2-14.7	101	14.3	12.0-16.1	3,254	14.4	9.5-19.0	6,272	14.2	8.9-19.1
1962	4	14.6	12.8-15.9	131	14.3	10.3-17.7	3,818	14.2	8.6-18.6	6,063	13.9	8.4-18.6
1963	4	15.2	12.9-18.1	138	14.7	10.9-18.1	4,100	14.6	8.5-19.2	6,188	14.3	8.5-19.2
1964	3	16.8	16.3-17.3	111	15.7	13.7-18.1	3,766	15.3	10.4-19.3	6,048	14.9	8.1-19.3
1965	3	17.0	16.0-18.1	118	14.7	11.2-18.1	3,945	13.7	9.5-18.9	5,686	13.5	8.7-19.2
1966	4	15.7	15.2-16.2	111	14.5	11.3-17.0	4,080	13.3	9.5-17.7	6,045	13.2	8.4-17.7

\* Data supplied by the Grain Research Laboratory, Board of Grain Commissioners, Winnipeg.

\*\* Includes Riverhurst Region.

Table 26. Delivery Permit Books Issued at Country Elevators, 1958 to 1966\*

Year	Service Area					Total Permit Books Issued
	Riverhurst	Gilroy	Lawson	Grainland	Central Butte	
1958	96	51	61	36	90	334
1959	93	49	60	32	88	322
1960	93	47	66	30	78	314
1961	100	43	64	31	67	314
1962	99	40	68	25	75	307
1963	91	39	69	23	73	295
1964	91	38	63	23	70	285
1965	90	39	61	27	72	289
1966	91	38	67	17	66	279

\*Source: Canadian Wheat Board.

Table 27. Farm Size Characteristics, 1962-63 Crop year\*

	No. of farm units	Average farm size (acres)	Median farm size (acres)	Modal farm size (acres)	Maximum farm size (acres)	Minimum farm size (acres)	Range in farm size (acres)
Riverhurst	99	740.49	560.00	320.00	5,600	155	5,445
Gilroy	40	731.75	800.00	640.00	2,560	160	2,400
Lawson	68	818.72	800.00	320.00 960.00	2,560	160	2,400
Grainland	25	672.00	560.00	320.00 640.00	1,600	160	1,440
Central Butte	75	692.72	640.00	640.00	2,150	160	1,990
Riverhurst Region	307	729.15	640.00	320.00	5,600	155	5,445

\*Data supplied by Canadian Wheat Board.



Table 28. Frequency Distribution of Farm Size, 1962-63 Crop Year\*

Farm size group (acres)	Number of Farm Units					Total
	Riverhurst	Gilroy	Lawson	Grainland	Central Butte	
less than 160	1	0	0	0	0	1
160 - 319	11	3	4	4	10	32
320 - 479	24	5	11	5	11	56
480 - 639	13	7	9	3	11	43
640 - 799	14	9	8	5	14	50
800 - 959	5	6	7	1	9	28
960 - 1119	8	1	10	2	9	30
1120 - 1279	8	6	7	1	3	25
1280 - 1439	5	1	5	0	3	14
1440 - 1599	3	1	4	2	1	11
1600 - 1759	3	0	0	2	2	7
1760 - 1919	2	0	1	0	0	3
1920 and over	2	1	2	0	2	7

\*Source: Canadian Wheat Board.

Table 29. Land Tenure Characteristics, 1962-63 Crop Year\*

	Service Area					Total
	Riverhurst	Lawson	Gilroy	Grainland	Central Butte	
Land owned, acres	49,468	33,414	17,120	11,520	31,394	142,916
Land rented, acres	23,841	22,259	12,150	5,280	20,560	84,090
Total acreage	73,309	55,673	29,270	16,800	51,954	227,006
% rented	32.52	39.98	41.51	31.42	39.57	37.04
% owned	67.47	60.01	58.48	68.57	60.42	62.96

\*Source: Canadian Wheat Board, Delivery Permit Book Applications, 1962.

Table 30. Disposal of All Grains Produced, Riverhurst Service Area, 1956-57 to 1965-66\*

Crop Year	Total Bushels produced (all grains)	Total Bushels delivered to Elevator (all grains)	Bushels not delivered to Licensed Elevator
1956-57	584,711	353,341	231,000
1957-58	778,261	473,754	305,000
1958-59	248,348	352,712	—
1959-60	422,077	392,440	30,000
1960-61	662,536	415,325	247,000
1961-62	253,344	279,599	—
1962-63	457,148	370,415	87,000
1963-64	909,535	362,369	547,000
1964-65	525,065	398,871	126,000
1965-66	507,615	427,849	80,000
1956-65 average	534,684	382,667	165,000
Total	5,348,640	3,826,675	1,700,000

\*Based on data provided by the Canadian Wheat Board.

Table 31. Disposal of All Grains Produced, Gilroy Service Area, 1956-57 to 1965-66\*

Crop Year	Total Bushels produced (all grains)	Total Bushels delivered to Elevator (all grains)	Bushels not delivered to Licensed Elevator
1956-57	345,866	210,503	135,000
1957-58	237,206	220,177	17,000
1958-59	111,149	131,694	—
1959-60	253,585	192,442	61,000
1960-61	362,190	198,645	164,000
1961-62	79,226	113,576	—
1962-63	187,818	109,026	79,000
1963-64	319,430	234,918	85,000
1964-65	182,467	172,570	10,000
1965-66	312,654	171,136	142,000
1956-65 average	239,159	175,468	69,000
Total	2,391,591	1,754,687	692,000

\*Based on data provided by the Canadian Wheat Board.

Table 32. Disposal of All Grains Produced, Lawson Service Area, 1956-57 to 1965-66\*

Crop Year	Total Bushels produced (all grains)	Total Bushels delivered to Elevator (all grains)	Bushels not delivered to Licensed Elevator
1956-57	622,620	250,705	372,000
1957-58	316,733	306,505	10,000
1958-59	168,821	223,779	55,000
1959-60	428,000 (estimate)	276,544	Data not available
1960-61	623,586	368,061	256,000
1961-62	180,142	245,701	—
1962-63	314,772	262,365	52,000
1963-64	723,855	487,140	237,000
1964-65	436,038	340,620	94,000
1965-66	467,673	350,087	118,000
1956-65 average	428,224	283,496	132,000
Total	4,282,240	2,834,963	1,200,000

\*Based on data provided by the Canadian Wheat Board.

Table 33. Disposal of All Grains Produced, Grainland Service Area, 1956-57 to 1965-66\*

Crop Year	Total Bushels produced (all grains)	Total Bushels delivered to Elevator (all grains)	Bushels not delivered to Licensed Elevator
1956-57	174,077	90,399	84,000
1957-58	129,009	81,079	48,000
1958-59	55,203	31,228	24,000
1959-60	104,347	56,015	48,000
1960-61	128,671	75,433	53,000
1961-62	17,533	13,614	4,000
1962-63	80,063	35,982	44,000
1963-64	146,110	82,252	64,000
1964-65	69,926	39,731	30,000
1965-66	180,959	91,448	90,000
1956-65 average	108,595	59,718	49,000
Total	1,085,954	597,181	489,000

\*Based on data provided by the Canadian Wheat Board.



Table 34. Disposal of All Grains Produced, Central Butte Service Area, 1956-57 to 1965-66\*

Crop Year	Total Bushels produced (all grains)	Total Bushels delivered to Elevator (all grains)	Bushels not delivered to Licensed Elevator
1956-57	795,537	345,573	450,000
1957-58	485,499	350,581	135,000
1958-59	335,944	264,797	71,000
1959-60	531,860	367,915	164,000
1960-61	802,825	431,748	371,000
1961-62	225,276	300,060	—
1962-63	448,524	344,018	105,000
1963-64	791,573	513,265	278,000
1964-65	426,580	377,472	49,000
1965-66	452,050	373,813	78,000
1956-65 average	529,566	366,924	170,000
Total	5,295,662	3,669,242	1,700,000

\*Based on data provided by the Canadian Wheat Board.

Table 35. Grain Production and Deliveries, Variation from Average Production and Average Elevator Deliveries for all Grains, 1956-57 to 1965-66\*

Service Area	Index**	Crop Year									
		1956-57	1957-58	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66
Riverhurst	Production	109.35	145.55	46.44	78.93	123.91	47.38	85.49	170.10	98.20	94.93
	Delivery	92.83	123.80	92.17	102.55	108.53	73.06	96.79	94.69	104.23	111.80
Gilroy	Production	144.61	99.18	46.47	106.03	151.44	33.12	78.53	133.56	76.29	130.73
	Delivery	119.96	125.47	75.05	109.07	113.20	64.72	62.13	133.88	98.34	97.53
Lawson	Production	145.39	73.97	39.42	99.94	145.62	42.06	73.50	169.03	101.82	109.21
	Delivery	88.43	108.11	78.93	97.94	129.82	86.66	92.54	171.83	120.14	123.48
Grainland	Production	160.29	118.79	50.83	96.08	118.48	16.14	73.72	134.54	64.39	166.63
	Delivery	151.37	135.76	52.29	93.79	126.31	22.79	60.25	137.73	66.53	153.13
Central Butte	Production	150.22	91.67	63.43	100.43	151.60	42.53	84.69	49.47	80.55	85.36
	Delivery	94.18	95.54	72.16	100.27	117.66	81.77	93.75	139.88	102.87	101.87
Riverhurst Region	Production	134.06	103.44	58.08	105.23	137.09	40.14	79.08	153.60	87.15	102.07
	Delivery	96.49	110.50	77.48	99.18	114.90	73.54	86.56	129.62	102.56	109.13

\* Source: Canadian Wheat Board and Board of Grain Commissioners.

\*\*Riverhurst: 1956-65 production average of 534,684 bushels = 100 (production index)

1956/57-1965/66 elevator delivery average of 382,667 bushels = 100 (delivery index)

Gilroy: 1956-65 production average of 239,159 bushels = 100 (production index)

1956/57-1965/66 elevator delivery average of 175,468 bushels = 100 (delivery index)

Lawson: 1956-65 production average of 428,224 bushels = 100 (production index)

1956/57-1965/66 elevator delivery average of 283,496 bushels = 100 (delivery index)

Grainland: 1956-65 production average of 108,595 bushels = 100 (production index)

1956/57-1965/66 elevator delivery average of 59,718 bushels = 100 (delivery index)

Central Butte: 1956-65 production average of 529,566 bushels = 100 (production index)

1956/57-1965/66 elevator delivery average of 366,924 bushels = 100 (delivery index)

Riverhurst Region: 1956-65 production average of 1,881,826 bushels = 100 (production index)

1956/57-1965/66 elevator delivery average of 1,295,983 bushels = 100 (delivery index)

Table 36. Factors Governing Farm Operator Choice of Delivery Point, 1966\*

Service Area	Percentage of Farm Operators in Service Area taking part in Survey	Factors governing preference					Personal Preference for Elevator Agent
		Best Access	Preference for Elevator Company or Co-op	Shortest Haul	Good Shopping Facilities	Business & Banking	
Lawson	26.22	31.25	75.00	81.25	—	—	37.50
Central Butte	39.13	91.30	17.39	43.47	95.65	95.65	—
Gilroy	44.73	100.00	82.35	100.00	—	—	—

\* Source: Prairie Farm Marketing Survey, Geographical Branch, Department of Energy, Mines and Resources, Ottawa, 1966.

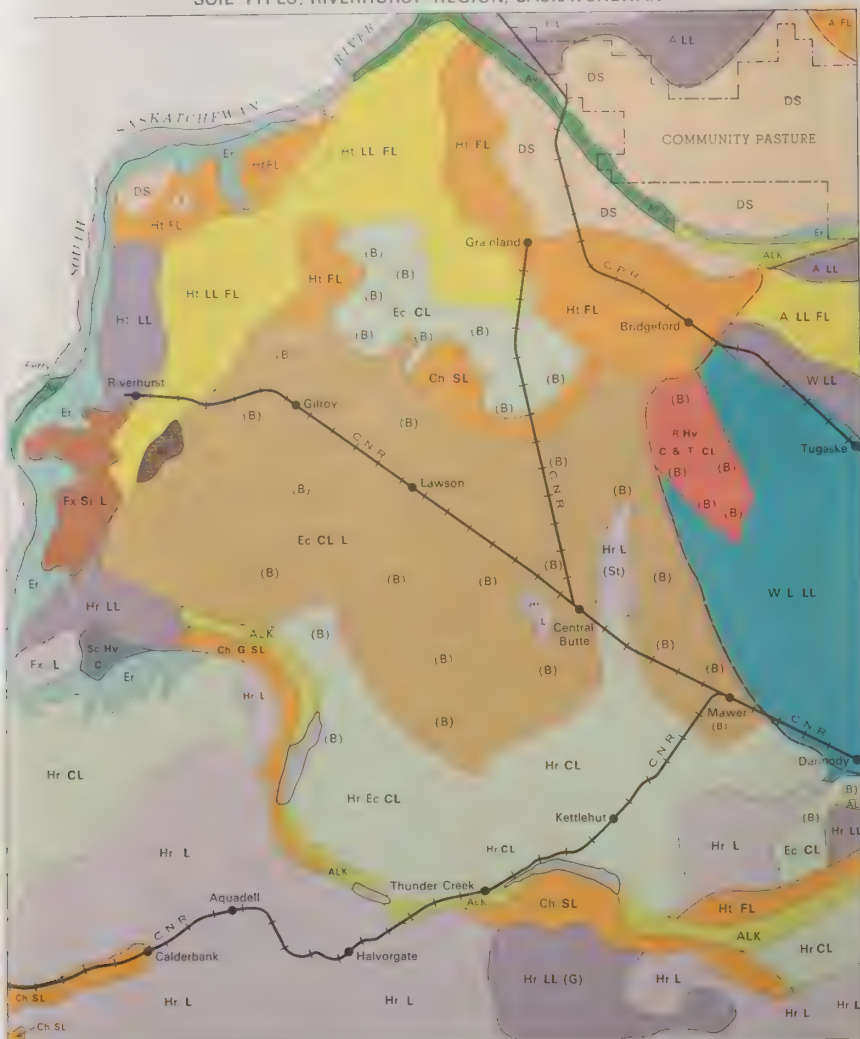
Table 37. Changes in Farm Operation Contemplated by Farmers in the  
Gilroy, Lawson and Central Butte Service Areas, 1966-1972\*

Change Contemplated	Gilroy	Lawson	Central Butte
	%	%	%
More intensive cultivation of cropland	5.88	68.75	56.52
Reduction in acreage seeded to grain	—	—	—
Increase in acreage seeded to grain	—	75.00	65.22
Increased production of forage	5.88	50.00	—
Increased use of fertilizer	—	68.75	43.48
Enlargement of farm by renting or purchasing land	11.76	50.00	78.26
Withdrawal from farming for retirement or other reasons	11.76	6.25	8.70
Move home to nearby village or town but continue to operate present farm	—	12.50	4.35
Increased amount of grain to be fed to stock	—	43.75	4.35

\*Source: Prairie Farm Marketing Survey, Geographical Branch, Department of Energy, Mines and Resources, Ottawa, 1966. This table is based upon a 26.22% response to the survey from farmers in the Lawson Service Area, a 39.13% response from farmers in the Central Butte Service Area, and a 44.73% response from farmers in the Gilroy Service Area.



# SOIL TYPES, RIVERHURST REGION, SASKATCHEWAN



## SOIL ZONES

### SOILS OF THE BROWN SOIL ZONE

Association	Description and Parent Material
Hr. Haverhill	Medium Textured soils on undifferentiated glacial till (boulder clay) deposits.
Ec. Echo	Medium to heavy textured solodized-solonetz soils on glacial till modified by underlying shales.
Ch. Chaplin	Coarse textured soils on glacial outwash or stream-eroded till
Ht. Hatton	Light textured soils on sandy glacial lake-alluvial deposits.
Fx. Fox Valley	Medium textured soils on silty glacial lake deposits.
Sc. Sceptre	Heavy textured soils on glacial lake clay deposits.

### SOILS OF THE DARK BROWN SOIL ZONE

Association	Description and Parent Material
W Weyburn	Medium textured soils on undifferentiated glacial till (boulder clay) deposits.
T Trossachs	Medium to heavy textured solodized-solonetz soils on glacial till modified by underlying shales.
A Asquith	Light textured soils on sandy glacial lake-alluvial deposits
R Regina	Heavy textured soils on glacial lake clay deposits.
E Elstow	Medium to heavy textured soils on silty glacial lake deposits.

### AZONAL SOILS

(Immature soils and other groups not classified with existing soil associations)

Name	Description
ALL	Alluvium Variable textured soils of river flats and upland depressions, with poorly drained subsoils, but not excessively saline.
ALK	Alkali Variable textured saline (alkali) soils.
DS	Dune Sand Undifferentiated dune sands.
S	Sand Undifferentiated sand deposits.
Er	Eroded Eroded soils of valley slopes and escarpments, with variable textures and thin (truncated) profiles.

### SOIL TEXTURES

Heavy Clay
Hv C CL
CL
CL L
Silty Clay Loam
SL L
L
LL
LL L
LL FL
FL
GL
G SL
SL

### SOIL PHASES

(St)	Stony Phase — very stony soil
(G)	Gravelly phase — frequent gravel subsoils
(B)	Eroded phase of solonetz soils; (frequent "burn-out" or "blow-out" pits.)

### OTHER FEATURES

Water bodies
Soil zone boundary
Soil association
Railway
Grain Delivery Point

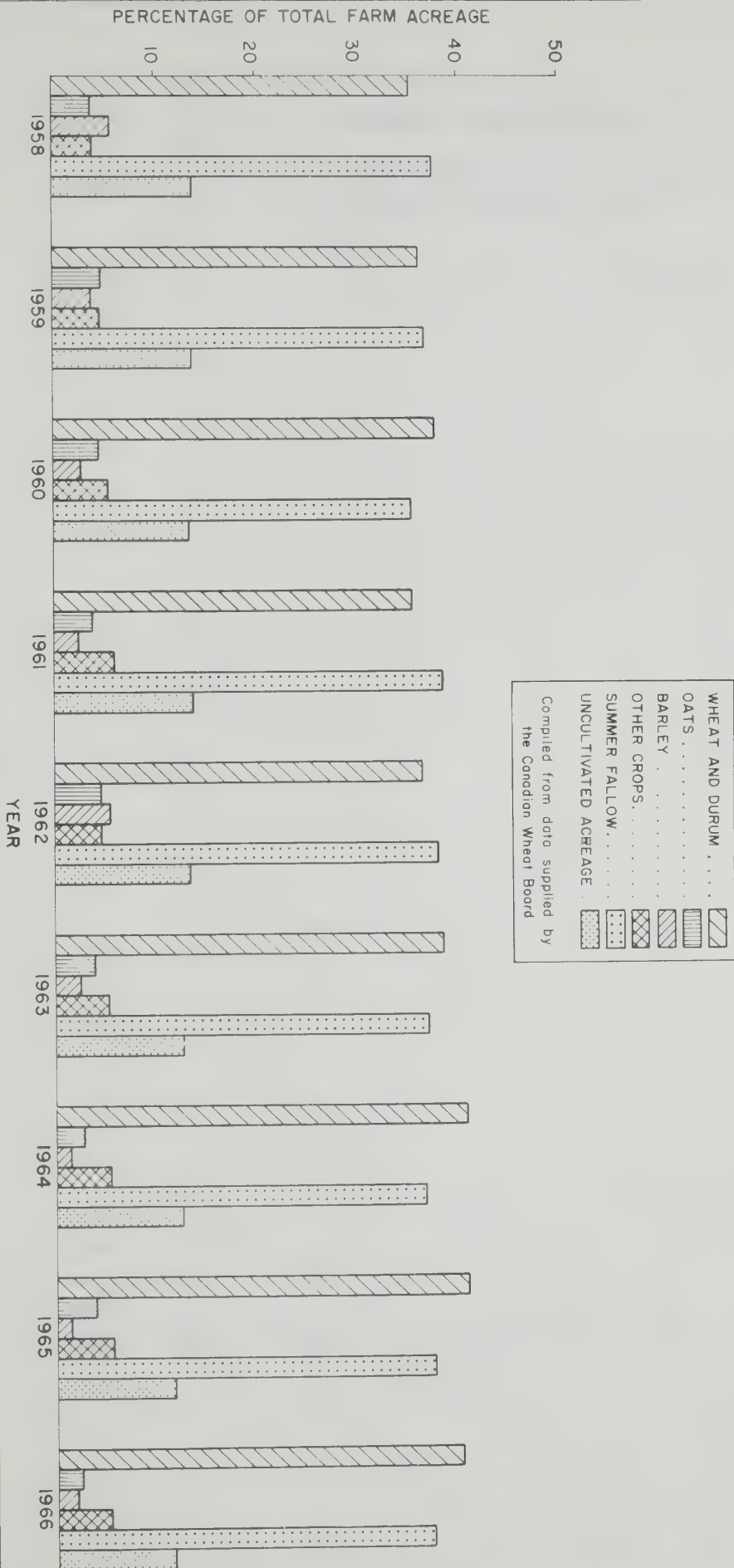
Based on Soil Survey of Southern Saskatchewan, Report No 12, Map 1, Dominion Department of Agriculture, 1944





Figure 19.

# RIVERHURST REGION BREAKDOWN OF FARM ACREAGE 1958-1966



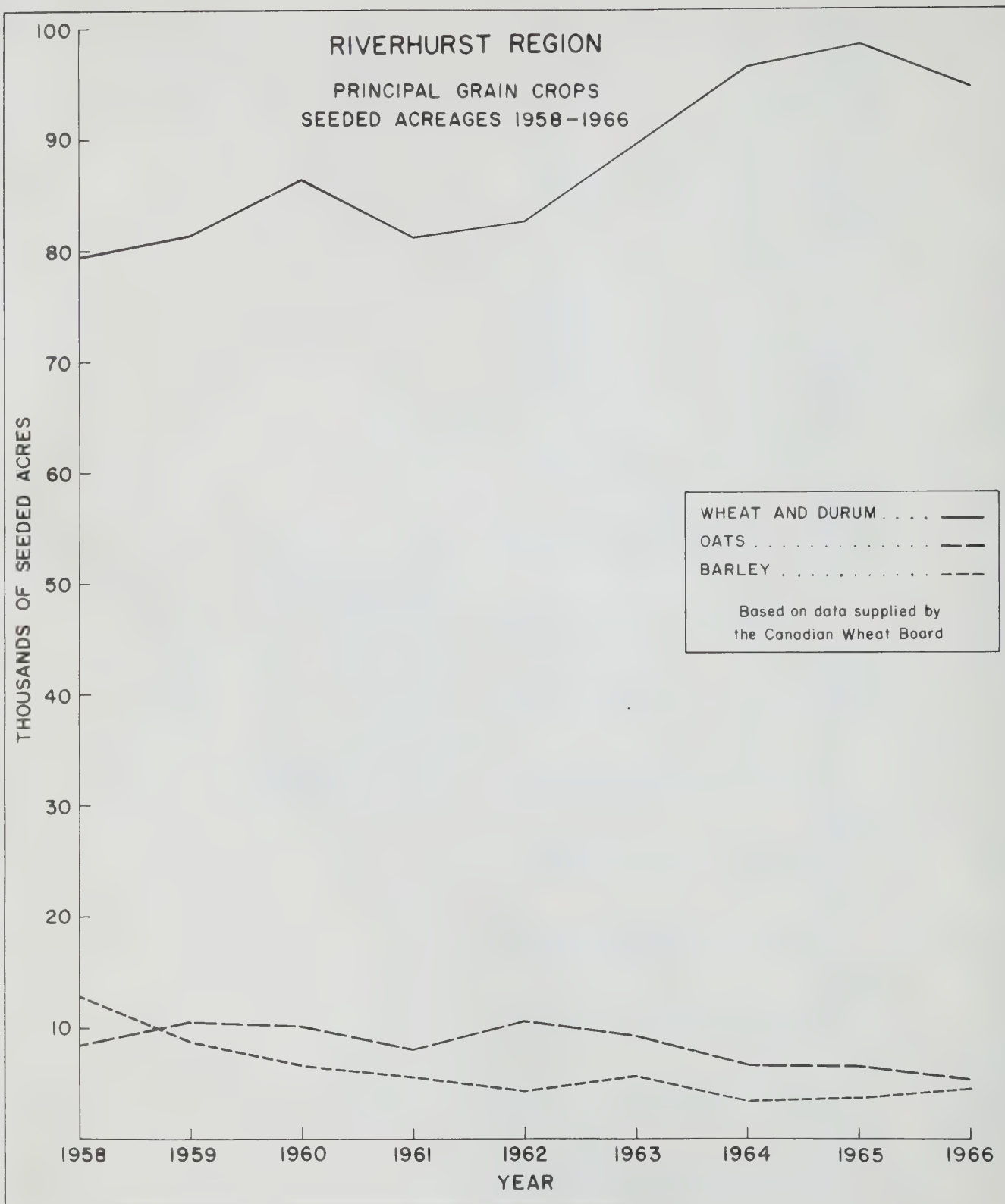


Figure 20.



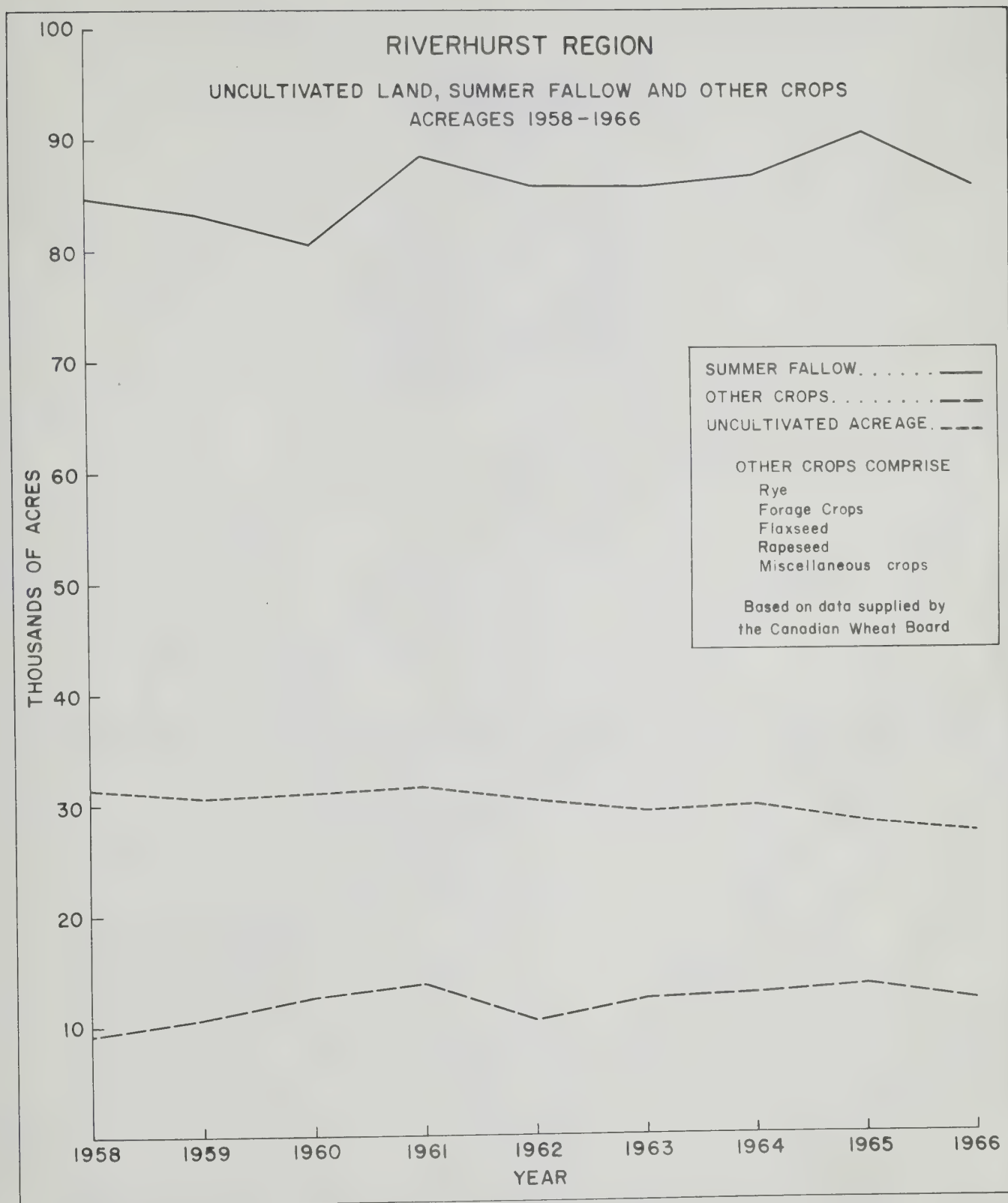


Figure 21.

# AVERAGE WHEAT YIELD PER ACRE RIVERHURST REGION

1956-65

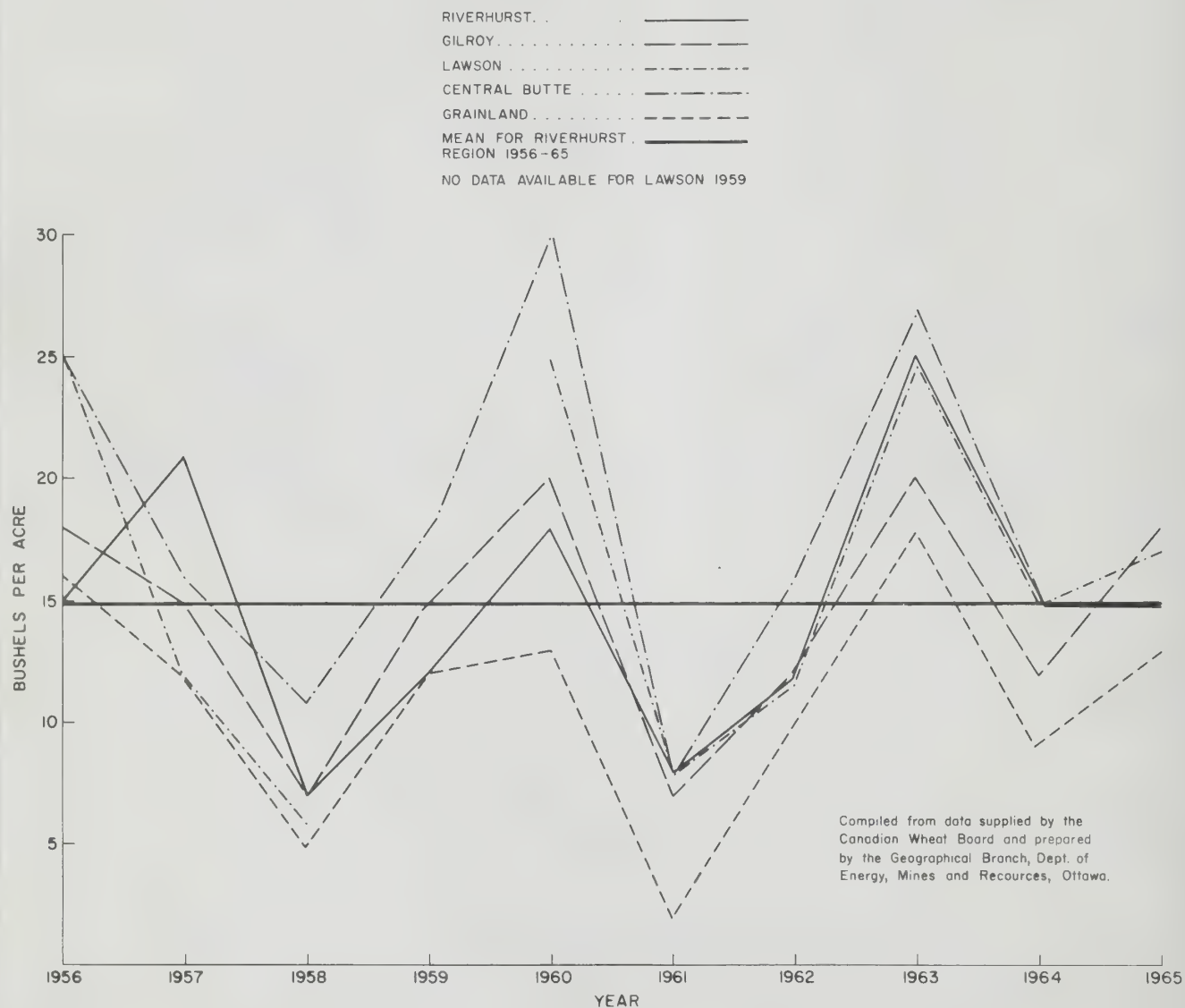


Figure 22.

# MEAN FARM SIZE RIVERHURST REGION 1958 - 66

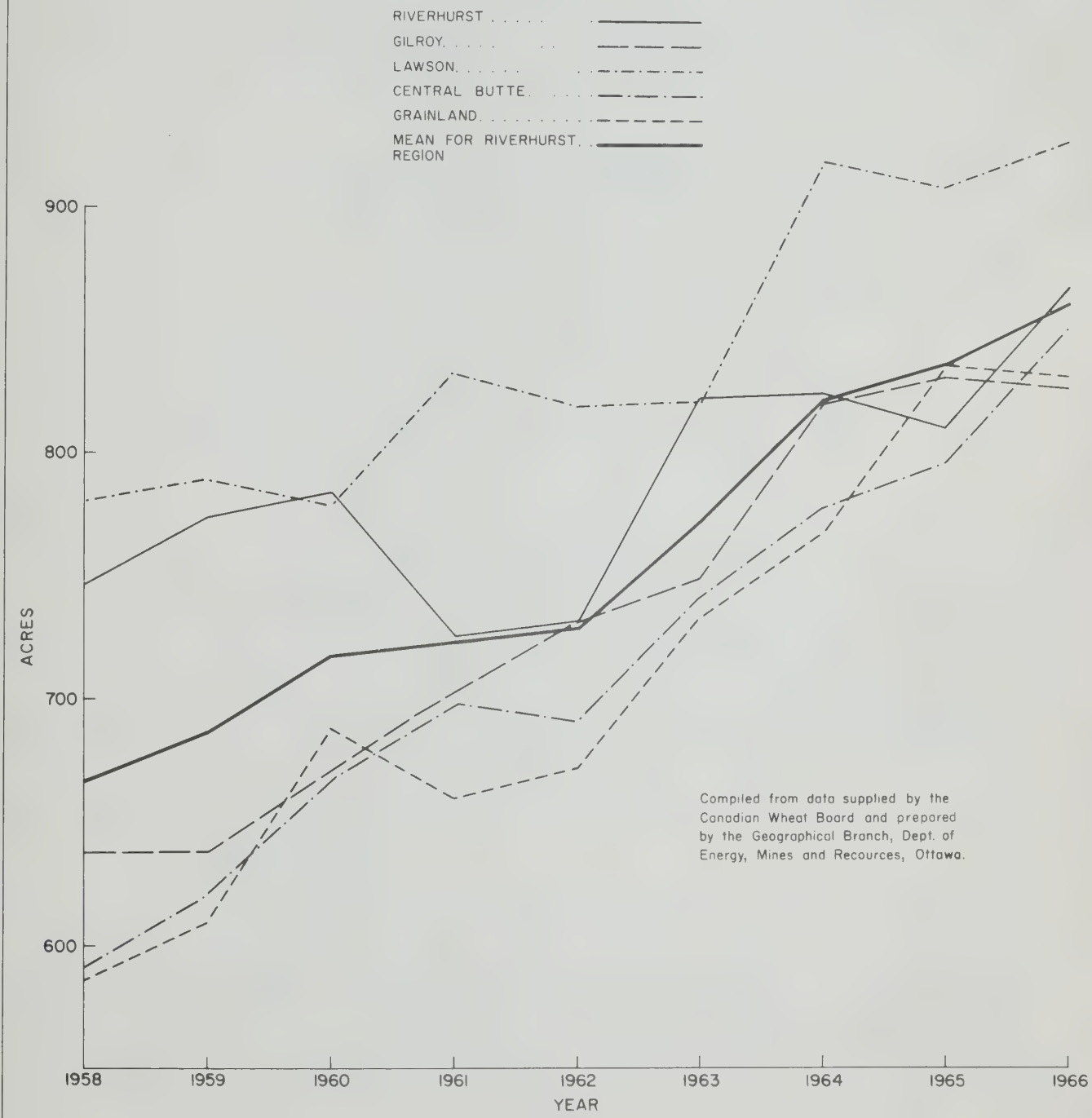


Figure 23.

PERCENTAGE CHANGE IN MEAN FARM SIZE  
RIVERHURST REGION  
1958 - 66

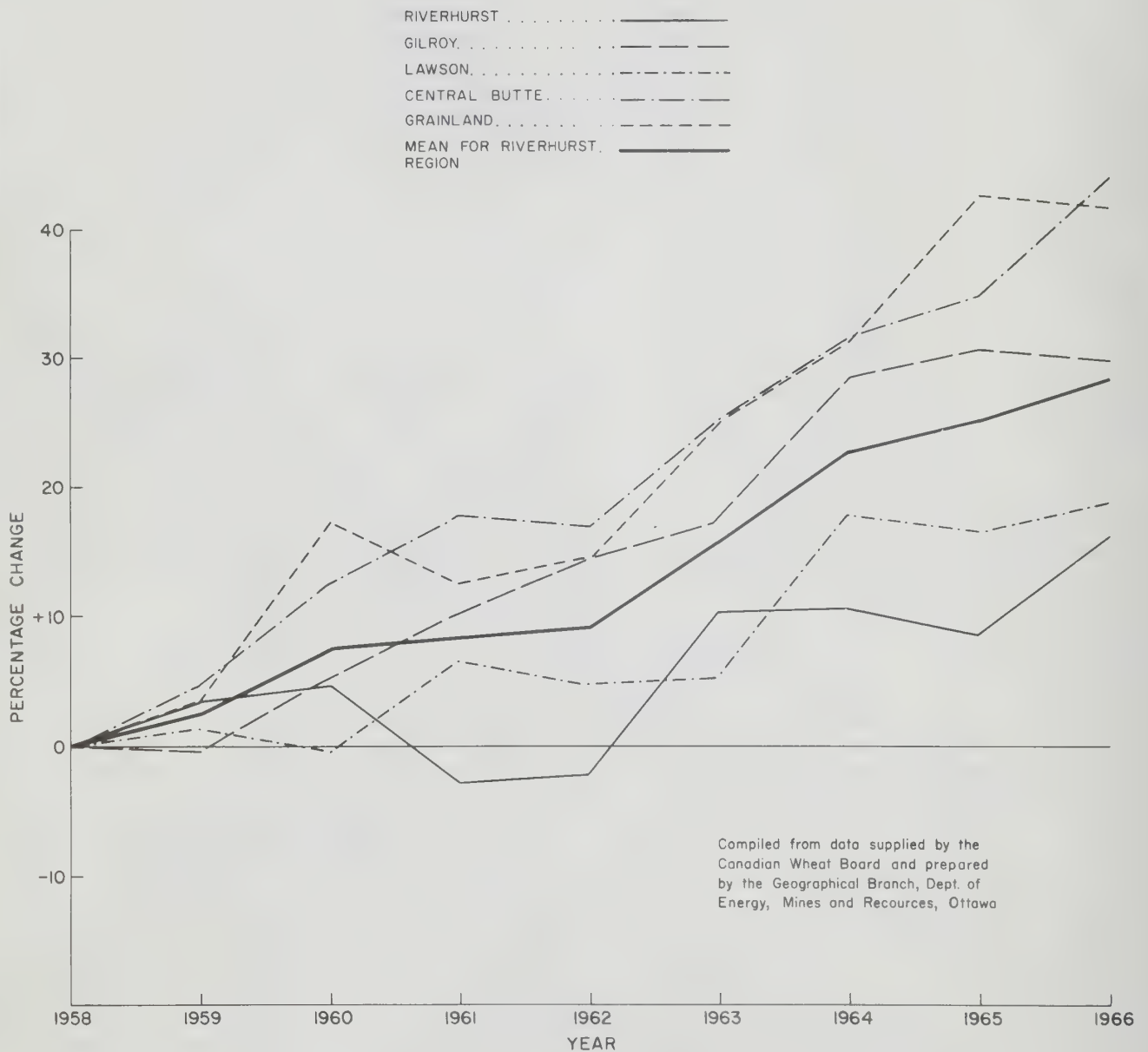


Figure 24.



## CHAPTER 3. TRANSPORTATION

### RAILWAYS

Railways played a key role in the initial development of the Riverhurst Region and remained essential for the successful settlement of rural Saskatchewan until the end of World War I. The first rail route to be constructed in southwest Saskatchewan was the transcontinental main line of the Canadian Pacific Railway. This line was opened for traffic between Winnipeg and Swift Current in 1885. Consequently, communities gradually developed along this route, part of which lay some 30 miles to the south of what was to become the Riverhurst Region. The spread of settlement was limited to a narrow zone adjacent to the new railway, since horse and wagon transportation and the lack of roads restricted the extension of cultivation into areas situated more than a few miles from the tracks.

Between 1900 and 1916 there was a great influx of new settlers to Saskatchewan, and the population grew rapidly. The seeded acreage in the province rose from 641,700 in 1901 to 12,960,000 in 1916. This period of agricultural expansion was accompanied by demands for new railway lines which the companies were eager to satisfy. In 1913 the Canadian Pacific opened its route from Moose Jaw to penetrate the territory to the northwest. Among the communities which developed along this new line between Moose Jaw and Macklin were Eyebrow (16 miles east of the site of Central Butte), Tugaska (16 miles east of the site of Lawson), Bridgeford (8 miles southeast of the site of Grainland), and Elbow (some 15 miles to the northeast of the site of Riverhurst). At this time the first settlers arrived in the area -- later to become the Rural Municipalities of Maple Bush and Enfield. Thus, the Riverhurst Region was flanked by, but not effectively served by, two routes of the Canadian Pacific Railway. This monopoly of the Canadian Pacific was soon to be challenged.

A bill to incorporate the Grand Trunk Pacific Branch Lines Company passed its third reading on June 30, 1906. The Company's structure was similar to that of its parent. It had a capital of \$5 million and all its common stock was held by the Grand Trunk Pacific Railway Company. Subsequent amendments increased its authority to build branch lines to a total length of 7,509 miles. In Saskatchewan and Alberta authorization was obtained for the construction of no less than 31 branches, consisting in part of a grid of lateral (north-south) feeders, which constituted unabashed invasions of Canadian Pacific and Canadian Northern traffic territory. These proposed lines became eligible for federal assistance. Eight of them were built at a cost of \$19,849,778, or \$26,831,170 with land, interest, and overhead included. Construction costs averaged \$27,000 per mile. The Saskatchewan Government provided bond guarantees at the rate of \$20,000 per mile for branch lines.

The Grand Trunk Pacific Branch Lines Company was given authority to construct the present Riverhurst Subdivision (Central Butte to Riverhurst) by the enactment of Chapter 103 of the Statutes of Canada, 1910. The line was planned as part of an ambitious loop line projected from Melville, Sask., to Wainwright, Alta. The Melville to Regina segment, 98 miles in length, was opened on August 3, 1911, followed by the 40-mile Regina to Moose Jaw portion on December 16 of the same year. The 47 miles joining Moose Jaw to Mawer, aimed directly at far-off Wainwright, was opened in September 1913. In June 1914 the line was extended for a further 20 miles through the sites of Central Butte and Lawson to what is now

Gilroy. The six miles between Gilroy and Riverhurst were not completed until October 1916 (Fig. 25). The portion of the loop west of Moose Jaw was known as the Moose Jaw North West Line. This extended the Melville-Wainwright loop line only as far as the south bank of the South Saskatchewan River. The line was never completed. Together with all other Grand Trunk Pacific lines and branches, it became part of the Canadian National Railways system in 1922.

Under Chapter 16 of the Statutes of Canada, 1924, the Canadian National Railway Company was authorized to construct the line from Grainland to Central Butte. Construction was completed from Grainland to Euclid in 1925, and from Euclid to the junction with the Riverhurst Subdivision at Central Butte in 1926. In the same year the line was opened from Grainland in a northwesterly direction to Dunblane. This section included a bridge over the South Saskatchewan River at South Elbow. The Central Butte-Grainland line was built during a period (1921-31) characterized by bitter rivalry and unbridled competition between the Canadian National and the Canadian Pacific Railways in the construction of new branch lines. In this context the Central Butte-Grainland-Dunblane extension could be viewed as an attempt by the CNR to prevent any possible westward construction by the CPR from Elbow into the territory served by the CNR Dunblane-Beechy line (Fig. 26).

There followed a step designed to consolidate the CNR position in the territory to the southwest of Central Butte. Another branch line was constructed in a westerly direction from a junction with the Central Butte-Moose Jaw line at Mawer to Main Centre (48.64 miles). This line was constructed under Chapter 20 of the Statutes of Canada, 1929, and was opened in 1930. Thus, the Riverhurst Region became firmly established as CNR territory. It is tempting to suggest that the last lines to be constructed in the area (Central Butte-Grainland-Dunblane, and Mawer-Main Centre) were the least necessary segments in the area system and contributed to what may now be regarded as an overbuilt network in the prairie provinces (Fig. 26).

Since 1930 there has been no further railway construction in the area except for a relocation of track between Bridgeford and Elbow on the CPR Moose Jaw-Macklin line. Application was made by the CPR under Section 181 of the Railway Act to relocate this section of its Outlook Subdivision between Bridgeford and Elbow, since this alignment crossed land scheduled for inundation by the reservoir associated with the Gardiner and Qu'Appelle Dams. On November 23, 1966, the Board of Transport Commissioners authorized operation over the new section from mile 61.13 to 74.93, between Bridgeford and Elbow. This permitted the elimination of the siding at Aikto (2½ miles northeast of Grainland) which had not been used for some years.

The first abandonment in the area took place in 1963. The Canadian National Railways applied for leave to abandon 24.5 miles of track between Grainland and Dunblane. This section included the stations of South Elbow and Longacre and passed through the area to be inundated by the reservoir required by the South Saskatchewan water control scheme. The CNR did not consider that the expense of relocation was justified in view of the very light level of traffic on this section, which contained no elevators and generated very little freight. Since no opposition was forthcoming, either from private individuals or from the rural municipalities concerned, there was no public hearing on the abandonment application. Consequently, in Order No. 111,010, issued on April 23, 1963, the Board of

Transport Commissioners permitted the abandonment of the Grainland-Dunblane section, provided it did not occur before July 1963. Operation of the section had ceased by August 1963.

#### Physical Condition of the Riverhurst Subdivision and Grainland Spur

The general condition of the Riverhurst Subdivision is rated as fair. The rail (the original 60 pound per yard rail) is in good condition considering its age. Approximately 75 percent of the ties are treated and these are in fair to good condition. Only 11 percent of the ties are tie plated. The ballast is pit run and is in poor condition. It was last replaced in 1932. There are 39 corrugated iron pipe culverts and one concrete culvert, all of which are described by the CNR\* as being in fair to poor condition. There are no bridges or trestles. Gradients are generally light; westward there is a maximum grade of 0.90 percent, and in the eastward direction a maximum grade of 1.04 percent. There are four curves, a total of 1.76 miles in length, with a maximum curvature of 2 degrees. The maximum speed for all trains is 30 miles per hour. There are 20 level crossings. Wyves for turning trains exist at Riverhurst and at Central Butte.

The condition of the Grainland Spur is also described as fair.\*\* The rail was second-hand when laid in 1925 and 1926, and is rated as being in fair to good condition. The ties are in fair to poor condition, 96 percent being treated and 52 percent being tie plated. Most of the wooden box culverts are in a poor state of repair, whereas the corrugated iron pipe culverts are slightly better preserved. There is one small trestle at mileage 100.1. Trains are restricted to a speed of 30 miles per hour.

The principal rail-oriented facilities, other than the station buildings at Riverhurst, Gilroy, Lawson, and Central Butte, are the grain elevators (Table 38). On the Riverhurst Subdivision, the Federal Grain elevator at Lawson, the McCabe Grain Company elevators Nos. 1 and 2 at Gilroy, and the Searle Grain Company's A and B elevators at Riverhurst were built at the same time as the railway. The Saskatchewan Wheat Pool A elevator at Lawson was built in 1918, and the elevator operated by the Pool at Gilroy was established in 1926. The most recent elevator construction in the Region was undertaken by the Saskatchewan Wheat Pool at Riverhurst in 1957 and at Lawson in 1959. There are three coal shed sites, operated by grain companies, from which coal was sold to the public. Two of these are at Riverhurst and one is at Lawson. Now that the demand for coal has fallen, these sheds are sometimes used for storing fertilizer, which is delivered by truck. Imperial Oil Limited maintains bulk oil storage and distribution facilities on railway land at Riverhurst and Lawson. These bulk oil outlets are supplied solely by truck transportation today.

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\*CNR Report on Proposed Line Abandonment, Riverhurst Subdivision. Analytical Services, Winnipeg. November 1966.

\*\*CNR Report on Proposed Line Abandonment, Central Butte Subdivision from Central Butte to Grainland. Analytical Services Winnipeg, November 1966.



The Saskatchewan Wheat Pool elevator at Grainland was built in 1928. The only other facility which has existed on railway land at Grainland in recent years was a shed in which the rural municipality of Maple Bush stored grass-hopper bait prior to its distribution to farmers. The station of Euclid, situated between Central Butte and Grainland, consisted of a freight and passenger shelter and a 26-car siding at mile 99.5. No record of settlement at this site has been found. The 29,000-bushel elevator operated by the Western Grain Company at Euclid was opened in 1926 and closed in 1940. The station at Euclid was closed with the agreement of the Rural Municipality of Maple Bush in April 1959.

Construction dates for the elevators at Central Butte were as follows: Federal Grain No. 1, 1916; No. 2, 1914; National Grain, 1915; and Saskatchewan Wheat Pool, 1914. There are three coal shed sites at Central Butte, and Imperial Oil Limited maintains a bulk oil facility on railway land. This is the only bulk oil facility in the Riverhurst Region which has continued to use rail transportation in recent years (Table 39).

A great imbalance exists between inbound and outbound rail freight traffic in the Region (Figs. 27 to 29 and Table 39). Outbound carloads of grain outnumber all other revenue carload movements. The small quantity of inbound freight has dwindled in recent years at all stations except Central Butte. At the same time, the remaining inbound traffic has become more specialized and represents, for the most part, a residual traffic which has not yet changed to truck transportation. Petroleum products, which were once a significant element in inbound carload movements, are no longer conveyed by rail to Riverhurst and Lawson, but are still handled at Central Butte. Coal traffic has declined steadily at all stations. This has resulted as much from a decrease in public demand as from a switch to truck haulage of coal. Incoming rail shipments of machinery are now handled at Central Butte only. Occasionally there is a sudden increase in the handlings of a particular commodity. Thus, eleven carloads of forest products consigned to Lawson in 1959 were special shipments for the construction of the Saskatchewan Wheat Pool B elevator.

It is obvious that as far as the Riverhurst Subdivision and the Grainland Spur are concerned, inbound freight traffic has virtually vanished (Figs. 27 and 28). It might be assumed that a more flexible trucking service is capable of providing better service for the needs of these communities, for the quantity of inbound freight is not great. It can also be confidently asserted that these communities are no longer dependent upon rail transportation, except for the all-important movement of grain.

Even at Central Butte, where the number of inbound carloads of freight has remained fairly constant in recent years, the range of commodities brought in by rail has narrowed (Fig. 29 and Table 39). The trend towards the concentration of general merchandise traffic at large terminals has resulted in an increasing quantity of freight destined for the Riverhurst Region being transhipped from rail to truck at Moose Jaw.

An appreciation of the very light traffic handled by the scheduled freight service on the Riverhurst Subdivision may be gained from a summary of carload movements for a sample year (Table 40). There is very little inbound freight traffic. Most of the inbound trains convey only empty box cars which do not produce any revenue. These cars are left at the elevators for loading and are picked up by the way freight on a later return journey.



A baggage car is attached to the Riverhurst way freight for the conveyance of express freight. Most of this business is dealt with at Riverhurst. In 1959 express freight contributed 5.18 percent of the total revenue of the Riverhurst Subdivision. In 1965 the contribution of express freight to subdivision total revenue rose to 9.21 percent.

The Riverhurst Subdivision and its associated lines have never been served by frequent train service. This situation resulted from the low population density of the Riverhurst Region and the fact that none of the CNR lines in the Region formed part of a major through route. In October 1925, before the opening of the Central Butte-Grainland-Dunblane line, the Riverhurst Subdivision was served by passenger trains (Nos. 51 and 52) operating from Moose Jaw to Riverhurst on Mondays, Wednesdays and Fridays, and returning on Tuesdays, Thursdays and Saturdays. Ten years later the service frequency remained the same, although the trains now originated at Regina and operated through to Dunblane via Central Butte and Grainland. A connecting service was provided between Central Butte and Riverhurst. In 1945 the passenger-carrying service was cut back to one journey per week on Fridays only, from North Regina to Dunblane with a connection for Riverhurst at Central Butte. The return journeys were made from Dunblane and Riverhurst on Saturdays. By 1955 train service frequency had improved. The few remaining passengers were served by mixed train M303 from North Regina to Riverhurst on Wednesdays and Fridays. Mixed service M304 returned from Riverhurst to North Regina on Thursdays, and mixed train M344 linked Riverhurst and Central Butte on Fridays. From Central Butte, M344 became M369 and headed for Grainland and Dunblane. On Saturdays, M370 returned from Dunblane to Central Butte and North Regina. With a running time varying between four and six hours, the mixed train service between Riverhurst and Moose Jaw could hardly have been an attractive alternative to automobile travel. It was not surprising, therefore, that on January 6, 1959, the Board of Transport Commissioners for Canada acceded to the request of Canadian National Railways and authorized the reduction of the North Regina to Riverhurst and Dunblane services to way freight status. This ruling became effective on April 26, 1959.

Since that time a twice weekly way freight service has been maintained in each direction between Regina and Riverhurst. After abandonment of the Grainland-Dunblane section in August 1963, the weekly way freight service to Grainland was withdrawn. Service has since been provided between Central Butte and Grainland on an "as required" basis by the Riverhurst way freight. In 1965 only six journeys were made on the Central Butte-Grainland Spur. Thus, in the Riverhurst Region the reduction in the commodity composition of rail traffic has been accompanied by a loss of passenger facilities and a reduction in train service frequency.

In the light of this deteriorating traffic situation, the Canadian National Railways have contended that they should be relieved of the burden imposed by continued operation of the Central Butte Subdivision between Moose Jaw and Grainland, the entire Riverhurst Subdivision, and the entire Main Centre Subdivision. Consequently, formal applications to abandon these lines were lodged with the Board of Transport Commissioners for Canada under Section 158 of the Railway Act in 1963. The federal government arranged an informal agreement between the railways, the grain trade and other western interests which permitted the railways to continue to submit applications. These were held in abeyance

pending the introduction, in September 1966, of new transport legislation (Bill C-231). The policy statement issued by the Minister of Transport at that time guaranteed a large portion of the prairie rail network until January 1, 1975. This statement indicated that the section of the Central Butte Subdivision from Moose Jaw to Central Butte was to be protected, while the Grainland Spur and the Riverhurst and Main Centre Subdivisions were not included in the list of protected lines. Subsequently, the CNR resubmitted abandonment applications for these lines in December 1966. At the time of writing, these applications await an investigation by the Canadian Transport Commission under the procedure laid down by Bill C-231. Thus, in the Riverhurst Region there are now two levels of justifiable concern. The first relates to the immediate future of the Riverhurst Subdivision and the Grainland Spur, and the second to the long-term future of the Moose Jaw-Central Butte Section after January 1, 1975.

Figure 30 depicts the two theoretical situations which have developed regarding rail rationalization. Plan A reflects the initial approach of the CNR to rail rationalization, based on a concerted effort to define unprofitable rail lines for the purposes of discussion and policy-making rather than wholesale abandonment. Plan B reflects the current situation in which Central Butte is guaranteed as a regional railhead until 1975, while the Riverhurst Subdivision and Grainland Spur are subject to review as possible candidates for abandonment.

#### TRUCK AND BUS SERVICES

Jay's Transport of Regina provides a general freight service which links Riverhurst, Gilroy, Lawson, and Central Butte to Moose Jaw and Regina. The Riverhurst Region is no longer served by regular bus services. Beacon Bus Lines of Moose Jaw formerly operated a service from Moose Jaw to Outlook via Central Butte five days a week, but this was withdrawn in the summer of 1966.

#### HIGHWAYS

Central Butte is linked to Riverhurst by gravel-surfaced Highway 42, which passes within one mile east of Lawson and runs through the hamlet of Gilroy (Fig. 16). West of Riverhurst, there is a ferry connection across the South Saskatchewan River to the continuation of Highway 42 which extends to Lucky Lake, Dinsmore, and northwards to Highway 7. The ferry was the subject of an Agreement of Understanding between the Canada Department of Agriculture and the Government of Saskatchewan signed on January 22, 1965. The Agreement refers specifically to raising the height of the bridge at Saskatchewan Landing, 22 miles north of Swift Current, the relocation of Highway 19, 42, and 45, and, if Saskatchewan so decides, the provision of powered ferries to replace the present cable ferries at the Herbert and Riverhurst crossings. The costs of these changes are to be shared by the federal and Saskatchewan governments, 75 percent being borne by the federal government and 25 percent by the provincial government. Provision for a new ferry was made necessary by the raising of the water level in the South Saskatchewan valley as the reservoir forms behind the Gardiner Dam. A new power cable ferry capable of handling 18 vehicles is scheduled for delivery to Riverhurst in May or June 1967. It will provide a half-hourly service. In 1965, according to a traffic count conducted by the Saskatchewan Department of Highways, the daily average traffic flow between Central Butte and Riverhurst was 135 vehicles. East of Central Butte, Highway 42 is hard surfaced to its

intersection with Highway 2 north of Moose Jaw. The section of Highway 42 between Central Butte and Eyebrow carried an average daily traffic flow of 315 vehicles in 1965, according to the survey conducted by the Department of Highways. Provincial Highway 19 leaves Trans-Canada Highway one mile west of Chaplin and extends for some 30 miles west of Central Butte. According to the traffic survey, average daily traffic volume tends to taper off south of Central Butte so that, some 15 miles south of the village, volume is down to approximately 95 vehicles daily. Highway 19 is hard surfaced to the north of Central Butte and passes through Bridgeford and Elbow before reaching the junction with Highway 15, some 13 miles west of Kenaston.

The grid roads of the Riverhurst Region have surfaces ranging from heavy gravel to earth. During the spring thaw it is sometimes necessary to restrict truck movement due to high moisture conditions which make roads impassable. Such restrictions are reflected in the level of grain deliveries to elevators.

Table 38. Railway Associated Facilities, Riverhurst Region, 1966\*

Station	Elevator	Elevator capacity bu.	Coal sheds	Bulk Oil Depots
Riverhurst	McCabe Grain Co.	47,000	McCabe Grain Co.	Imperial Oil Ltd.
	Saskatchewan Wheat Pool	85,000		
	Searle Grain Co. A.	40,000	Searle Grain Co.	
	Searle Grain Co. B.	22,000		
Gilroy	McCabe Grain Co. 1	25,000		
	McCabe Grain Co. 2	24,000		
	Saskatchewan Wheat Pool	27,000		
Lawson	Federal Grain Ltd.	48,700	Federal Grain Ltd.	Imperial Oil Ltd.
	Sask. Pool A	26,000		
	Sask. Pool B	65,000		
Riverhurst Subdivision		408,700		
Grainland	Saskatchewan Wheat Pool	26,000		
Grainland Spur		26,000		
Central Butte	Federal Grain Ltd. 1	24,000	National Grain Ltd. Monarch Lumber Co. Alberta Pacific Grain Co. Ltd.	Imperial Oil Ltd.
	Federal Grain Ltd. 2	49,100		
	National Grain Co.	60,000		
	Saskatchewan Wheat Pool	60,000		
Central Butte Station		193,100		

\* Sources: Board of Grain Commissioners for Canada, Winnipeg, and Canadian National Railways, Analytical Services, Winnipeg.



Table 39. CNR Revenue Carload Traffic, Inbound and Outbound, 1959 to 1966\*

Station	Commodity	Number of Revenue Carloads															
		1959		1960		1961		1962		1963		1964		1965		1966	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Lawson	Forest products	11															
	Petroleum products	4															
	Coal	2				2				1							
	Machinery	1															
	Steel bars	1															
	Steel tanks	1															
	Roofing material	1															
	Grain		95		176		210				166		214		193		288
	Waste materials & metal										2						1
	Total	21	95		176	2	210			1	168		214		193		229
Gilroy	Coal	1															
	Hay and straw					6											
	Grain		92		93		107				82		99		93		96
	Scrap metal																1
	Total	1	92		93	6	107				82		99		93		97
Riverhurst	Scrap steel																2
	Motor vehicles											2					
	Petroleum products	14		35		32				36		15					
	Coal	13		9		11				6		6		6		4	
	Forest products	3		7		5				2		4					
	Implements	2		5		4				6		4		1			
	Plywood	1		1													
	Millstuffs			1													
	Machinery			2													
	Grain		192		214		263				249		261		240		258
	Fertilizer									1							
	Food (unfrozen)									1							
	Feed													1			
	Manufactured & miscellaneous											1					
	Electrical equipment & parts											3					
	Total	33	192	60	214	52	263			52	249	35	261	8	240	4	260

\*Source: Canadian National Railways, Analytical Services, Winnipeg.  
Data not available for 1962.

Table 39. CNR Revenue Carload Traffic, Inbound and Outbound, 1959 to 1966\* (continued)

Station	Commodity	Number of Revenue Carloads															
		1959**		1960		1961		1962		1963		1964		1965		1966	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Grainland	Coal	2		2		2											
	Hay and straw	2															
	Grain		21		33		32				22		40		28		41
	Posts									1							
	Waste materials										2						
	Machinery & machines												1				
	Total	4	21	2	33	2	32			1	24		41		28		41
Central Butte	Cattle																1
	Tractors			3				2									
	Agricultural implements			7		5		1		12		8		7			
	Motor vehicles									1		4		1			
	Sewer pipe & tile & bricks									2				1		2	
	Forest products			12		11		7		4		2		2			
	Flour											2		4		2	
	Petroleum products			23		24		26		28		27		36		31	
	Coal			22		15		17		15		14		15		11	
	Grain				218		249		154		217		234		220		246
	Machinery & machines			2		5		3				3	1		20		
	Waste materials										7						1
	Mustard seed						5		7								
	Wire							1									
	Lime & cement			1				1									
	Hay & straw			4		1		12									
	Total			74	218	61	254	70	161	62	224	57	237	67	220	66	248

\* Source: Canadian National Railways, Analytical Services, Winnipeg.

\*\*No data available for 1959 for Central Butte.

Table 40. CNR Riverhurst Subdivision, Number of Revenue Carloads, 1959\*  
(by months)

	No. of Revenue Carloads Inbound	Average No. of Revenue Carloads per Inbound Train**	No. of Revenue Carloads Outbound	Average No. of Revenue Carloads per Outbound Train***	Total Revenue Carloads handled, Inbound and Outbound	Total One-way journeys per Month
Jan.	6	0.66	35	3.88	41	18
Feb.	5	0.62	8	1.00	13	16
Mar.	5	0.58	4	0.47	9	17
Apr.	5	0.55	6	0.66	11	18
May	9	1.06	56	6.59	65	17
June	1	0.20	49	5.76	50	17
July	—	—	18	0.94	18	19
Aug.	4	0.50	32	4.00	36	16
Sept.	6	0.66	36	4.00	42	18
Oct.	2	0.22	89	9.88	91	18
Nov.	6	0.75	36	4.50	42	16
Dec.	6	0.32	10	1.05	16	19
1959	55	0.26	379	1.81	434	209

\* Source: Canadian National Railways, Analytical Series, Winnipeg.

\*\* total inbound revenue carloads  
total inbound journeys

\*\*\* total outbound revenue carloads  
total outbound journeys



Figure 25. The twice weekly way freight from Regina switching grain cars at Riverhurst in July 1965. Traffic on the Riverhurst Subdivision is now virtually confined to outgoing carloads of grain.

## EVOLUTION OF RAIL NETWORK

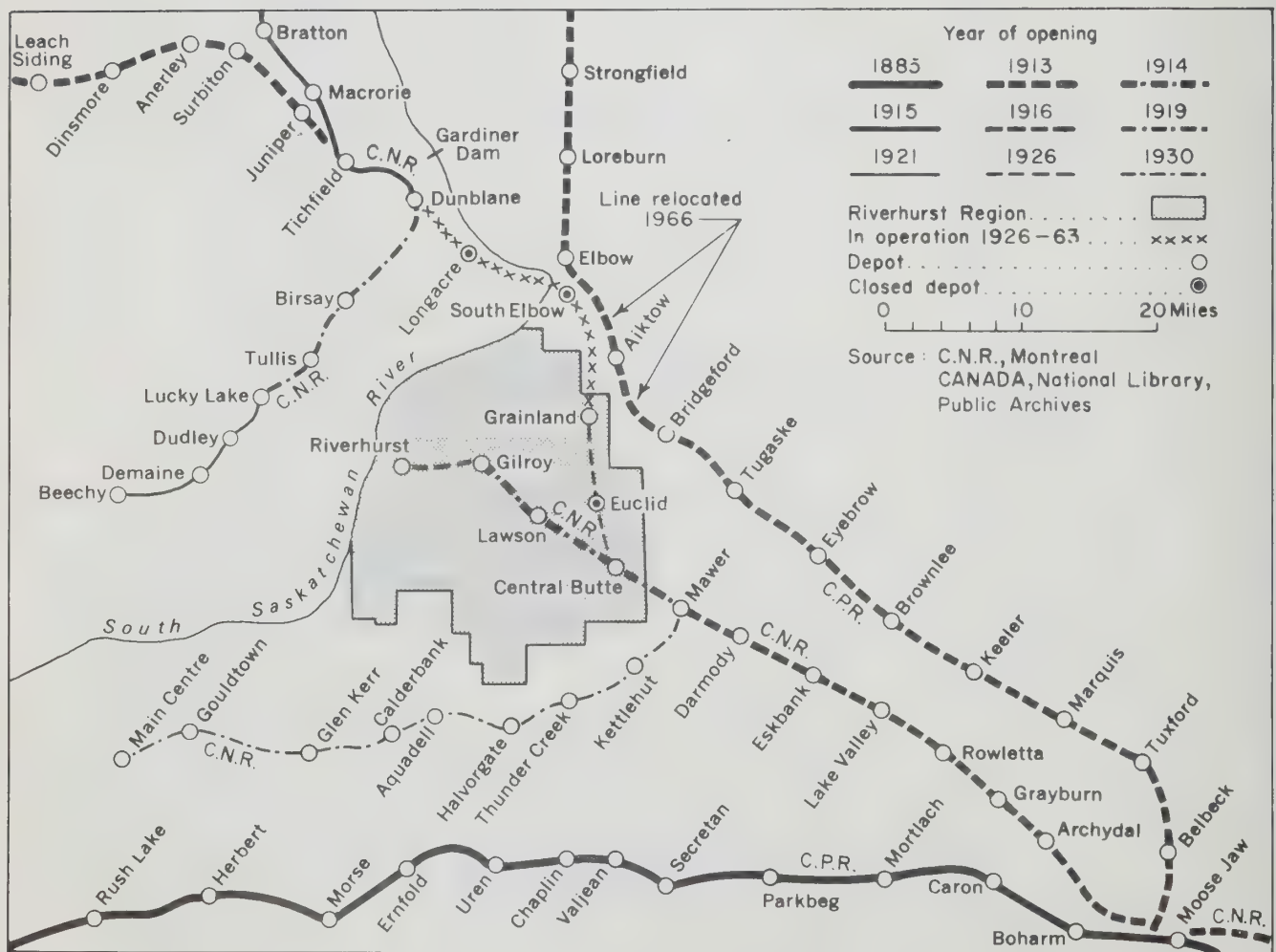


Figure 26.



# C.N.R. RIVERHURST SUBDIVISION

## CARLOAD MOVEMENTS BY MAJOR PRODUCT CLASSIFICATION 1959-1966

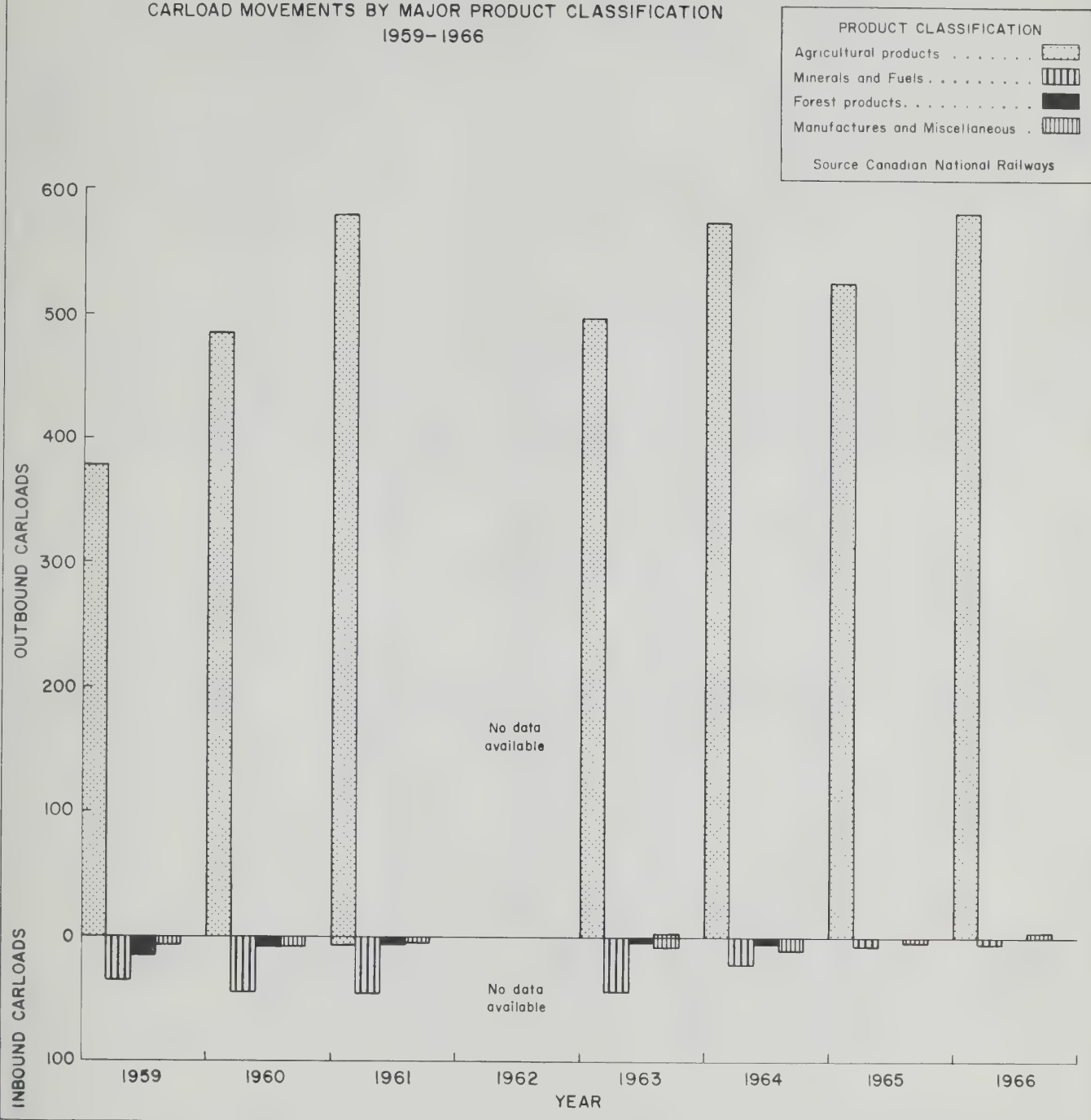


Figure 27.

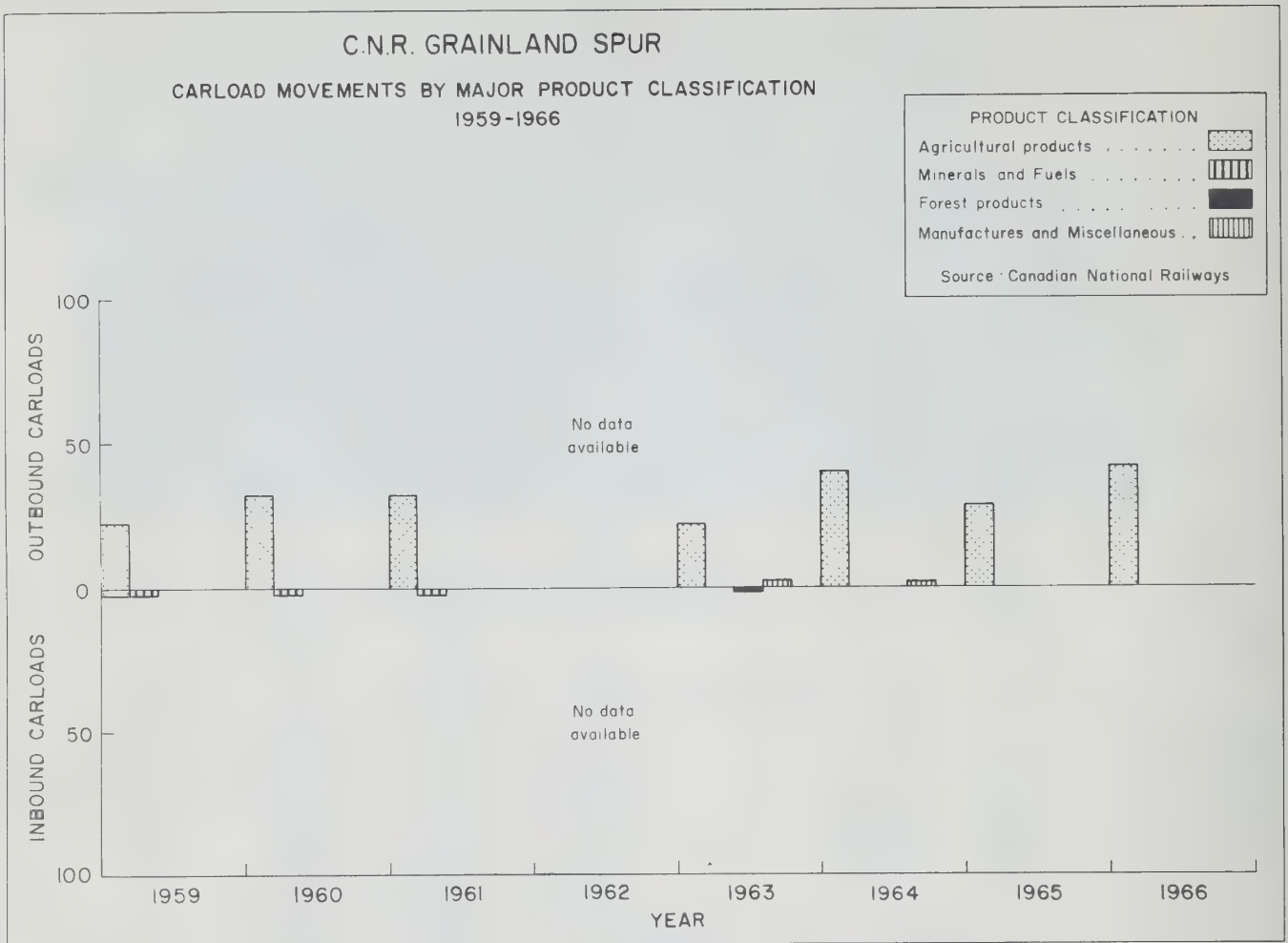


Figure 28.

# C.N.R. CENTRAL BUTTE STATION

## CARLOAD MOVEMENTS BY MAJOR PRODUCT CLASSIFICATION 1960-1966

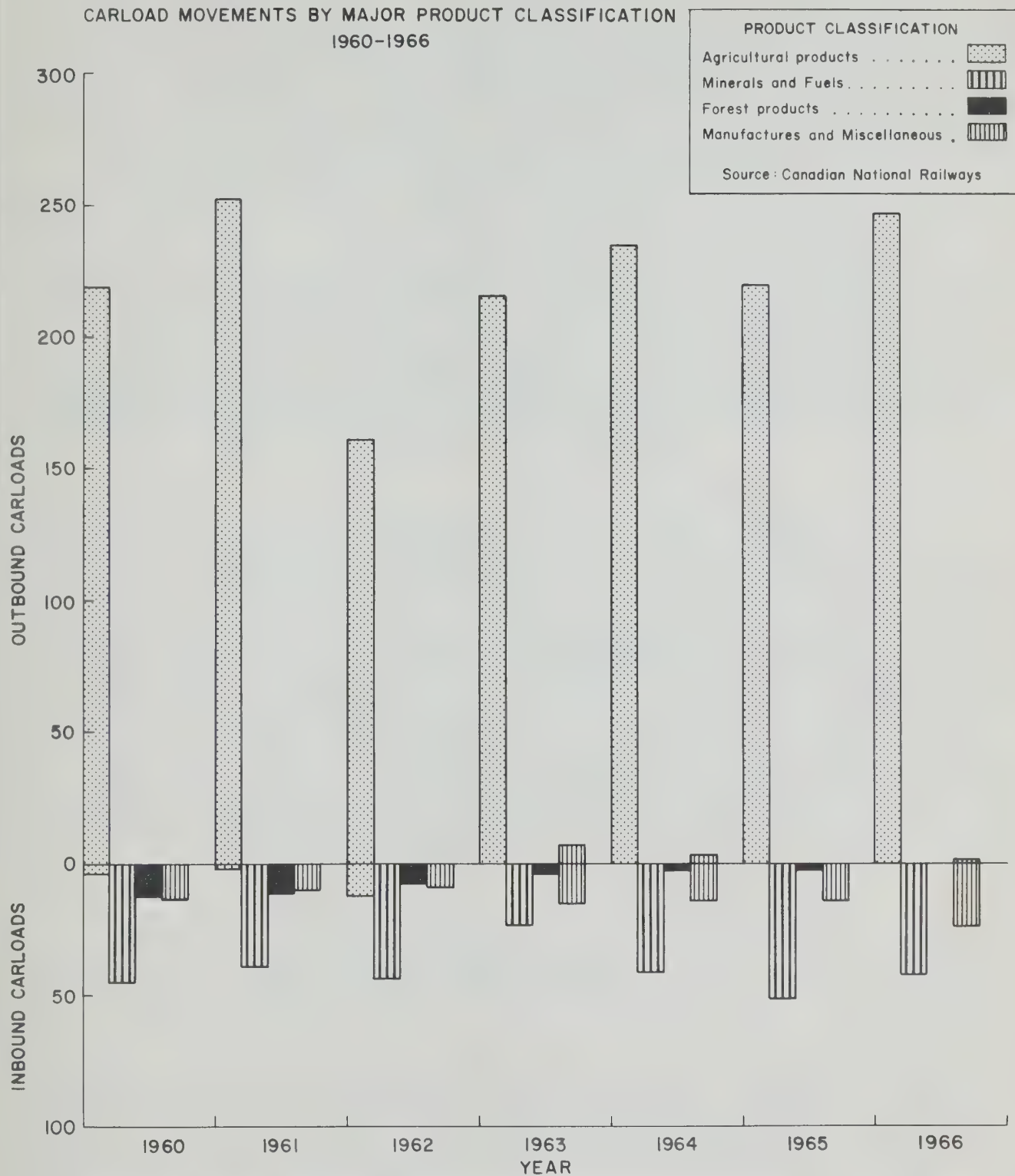


Figure 29.

## CHAPTER 4. RAILWAY RATIONALIZATION IMPACT

Rail rationalization has a threefold impact upon the Riverhurst Region. Primary impact relates to those members of the local labor force who depend upon the railway for their employment. This group comprises not only the railway staff but also the agents employed by elevator companies. In Section 2 (11) of the Canada Grain Act, the word "elevator" is defined to mean "any premises into which western grain may be received, or out of which it may be discharged, directly from or into railway cars." Since the Board of Grain Commissioners interprets this to mean that all licensed country elevators must be located on rail lines, the withdrawal of rail services necessitates the closure of elevators and the relocation of staff.

Secondary impact is that felt by those who use the rail facilities. In the Riverhurst Region it is the farmers who deliver grain to the elevators who would be most affected. For most of this group, rail rationalization would mean radical changes in long-established marketing patterns involving longer hauls from farm to alternate delivery points. Such changes would necessarily imply increased farm-elevator transportation costs in many cases. Tertiary impact is less easy to assess. It concerns the effect of changes in farm-elevator delivery patterns on the economies of the villages where rail service is withdrawn.

### PRIMARY IMPACT

Rationalization Plan A (Fig. 30) is not possible under present conditions and for the purposes of this study only its secondary impact has been examined. The primary impact of Plan B is summarized in Table 41, which reveals a maximum immediate reduction in area employment of 18 persons. This number may seem insignificant, but it should be remembered that the total number of people involved, if families and dependents are included, probably exceeds 60. Most of this group would probably be obliged to leave the Region in order to obtain alternate employment. It seems likely that neither the CNR nor the grain companies would have any difficulty in arranging employment elsewhere. Nonetheless, the removal of this group would have an appreciable effect upon the regional demand for retail sales and services. It is possible, too, that the homes occupied by those affected by the primary impact would be offered for sale. If this property remained unsold, local municipality tax revenues might eventually suffer. Probably primary impact would effectively depopulate Gilroy and Grainland.

In addition, the ten elevators located on the Riverhurst Subdivision (Table 38) and the elevator at Grainland would be closed. The grain companies might be expected to construct new elevators or increase capacity at alternate points or, where feasible, move existing elevators to these alternate sites.

### SECONDARY IMPACT

As a general rule farmers deliver grain to the delivery point nearest them (Table 36). Consequently, railway abandonment would mean increased trucking distances and costs for most farm operators.

In order to analyse the spatial relationships existing between tributary farm units and grain delivery points, data have been extracted from all elevator delivery permits issued in the Riverhurst Region for the crop year 1962-63.



Each farm has been precisely located and its distance by the best available route to the chosen delivery point calculated (Table 42). This has permitted the construction of a map (after page 106) which depicts the service areas of each of the delivery points. The next step has been to compute the new, increased trucking distances which would apply if rationalization Plan A was instituted (Table 42). Here again the assumption is that each farm operator would select the nearest delivery point. The revised pattern of regional elevator service areas which would evolve is shown in the maps after page 106.

If the approach to rail rationalization embodied in Plan A had been adopted, there would have been some radical adjustments in delivery patterns. This is particularly evident in the case of Bridgeford, a hamlet located on the CPR Outlook Subdivision (Fig. 34). The anticipated diversions of grain to alternate delivery points resulting from Plan A have been calculated by noting the seeded acreage of each farm unit for the crop year 1962-63 and computing the ten-year average yield for each crop for the service area of which the farm unit is a part. These average yield data have been applied to the seeded acreage for each farm and the resulting production then diverted, accordingly, to the alternate elevator point. By assuming that 66 percent of all grain produced is available for sale at the elevators (Table 30) it has been possible to assess the average quantity of grain to be diverted (Table 43).

Under Rationalization Plan A, Bridgeford would become a major delivery point (Fig. 34). Currently Bridgeford has only one elevator, with a capacity of 27,000 bushels, which is operated by the Saskatchewan Wheat Pool. There might be a very large increase in deliveries at this point (Table 43). Such an increase in deliveries would necessitate new elevator construction. On the other hand, Bridgeford is only a hamlet and it offers few services to the farmer. It is not, therefore, a very attractive alternate delivery point. The other delivery points which would be the principal beneficiaries resulting from diversions under Plan A are Elbow on the CPR Outlook Subdivision and Ernfold on the CPR Transcontinental Main Line. The anticipated bushel diversions under Plans A and B are shown in Figures 31 and 32 and Tables 43 and 44.

Rationalization Plan B entails the abandonment of the Riverhurst and Main Centre Subdivisions and the Central Butte to Grainland Spur. Abandonment applications for these lines will be reviewed by the Canadian Transport Commission. Thus, the analysis of the impact of Plan B is of immediate relevance to farmers, the grain handling industry, the residents of area villages, and the various levels of municipal, provincial, and federal government.

Under Plan B, Central Butte would become the principal railhead for the Riverhurst Region. This growing community is accessible from all parts of the Region and could become a very important grain-handling center. Although Plan B still involves additional truck haul for most farmers, it does represent a compromise between the drastic pruning of rail facilities embodied in Plan A and the other alternative of retaining an excess of lightly utilized trackage. Should abandonment be permitted, the average additional trucking distance to be faced by farm operators would be less under Plan B than under Plan A. Over half the grain produced in the Riverhurst Region would probably be delivered to Central Butte (Table 44). There would be an additional flow of grain from certain farms in the service areas of delivery points on the Main Centre Subdivision (Table 45). The combination of these diversions with the ten-year average delivery to Central Butte from its own service area, would probably

raise the village to the status of an important grain-handling point, with a throughput exceeding one million bushels per year (Table 46). There would also be significant extra deliveries to Bridgeford and Elbow, suggesting a possible need for additional elevator facilities at these points. However, it is undoubtedly Central Butte which would stand to benefit more from Plan B than Plan A (see second and third maps following page 106).

If rationalization took place under Plan B, Central Butte would be the logical site for the construction of additional grain storage facilities (Fig. 35). There has been no attempt to estimate what additional costs might result from rail rationalization, since these costs are influenced by such factors as size of truck and quality of highway. This is an area which should logically be the subject of further investigation. For the haulage of grain, a total cost per bushel mile of about one third of a cent would appear to represent a reasonable average.

### TERTIARY IMPACT

The tertiary impact of Rationalization Plan B is difficult to assess, so that any conclusions drawn here must be regarded as tentative. The actual impact upon the life and economic welfare of the communities concerned would depend heavily upon the response of the inhabitants and the degree to which they find it possible to adapt their business and social activities to a new situation.

One rather obvious result of rail abandonment would be the removal of most, if not all, of the buildings associated with the railway, and the ultimate disposal of the railway land. Undoubtedly the removal of the railway would result in a loss of tax revenue to the municipalities concerned (Table 47). In addition, it appears likely that the primary impact of abandonment would result in the departure of a number of families who now make significant contributions to the economic welfare and social life of their communities. Because of the diversion of grain deliveries to alternate points, secondary impact might gradually bring about an appreciable change in the shopping habits of many farm families. Since many of the trips to an elevator are, in fact, multi-purpose trips which provide opportunities for shopping and recreation, it seems probable that retail sales at alternate delivery points such as Central Butte would eventually rise, despite the initial pull of loyalty to the facilities provided at the former delivery point.

This trend might be most serious for Riverhurst, which, for its size, provides an adequate range of services. To a great extent the ability of Riverhurst to survive and flourish would depend upon the adaptability and civic consciousness of its citizens. If abandonment should occur, the development of recreation facilities along the shores of the Gardiner Dam reservoir might open up important new opportunities for the development of Riverhurst.

There is a less favorable outlook for the marginal village of Lawson. Furthermore, the hamlets of Gilroy and Grainland (Figs. 36 and 37) might be expected to disappear as a result of rail abandonment. On the other hand, Central Butte, by further developing its service functions, would probably have a future of sustained growth, both in terms of population and of economic well being. If Central Butte attains an even higher degree of regional dominance than it now possesses and becomes a major grain handling point, the specter of eventual abandonment of the Moose Jaw-Central Butte line after 1975 should recede.

## FUTURE PROSPECTS

In the event of a decision to withdraw train service from the Riverhurst Subdivision and the Grainland Spur, Central Butte would become a regional concentration point for grain shipment (Table 48). The elevators of the Riverhurst Region, like those all over the prairies, have not been characterized by high levels of throughput. Throughput may be expressed as the ratio of deliveries for one crop year to the storage capacity at the delivery point for the same period (Table 48). This situation could be caused by the existence of too many elevators in the prairie provinces. The pricing of services at country elevators forces an internal cross-subsidization within elevator companies which are obliged to recoup the loss arising from handling charges from storage and terminal charges, perpetuating the excessive number of elevators and the low levels of throughput.

Thus, under normal conditions, it is difficult to achieve a rapid rate of throughput at country elevators. If it were possible to accelerate the levels of throughput, then the existing plant at Central Butte might be able to handle the additional demands placed upon it as a result of rail rationalization. However, this would imply a radical overhaul of the grain-handling system which cannot be anticipated at present. So it may be assumed that additional elevators might be constructed at Central Butte. If each of these new elevators were allocated much greater siding space than is normally permitted, it would then be possible to spot a greater number of cars. This would permit the CNR to move the expanded volume of grain from Central Butte in multiple carload lots. It would not be necessary for the way freight train to run from Moose Jaw as frequently as at present and, consequently, operating costs on the line would be significantly reduced.

Exploratory drilling by the Sifto Salt Company, a subsidiary of Dominion Tar and Chemical Company, has revealed the presence of exploitable reserves of potash some three to five miles northeast of Tugaskie and about 15 miles northeast of Central Butte. The wells, which are now the property of Robert M. Garrett, might at some future date become the site of a solution mine similar in type to that established at Belle Plaine by Kalium Chemicals Limited. The site is situated close to the CPR Outlook Subdivision and it is more likely that rail access would be provided by the CPR. Central Butte is situated above the prairie evapourite zone in which potash is present, but there has as yet been no drilling done in the area.

The interrelationships between the transportation system and the economy of the prairie provinces are most complex. It will be obvious that rail-line abandonment is not simply a matter of the physical removal of railway facilities and the displacement of staff. The repercussions of such a move are most apparent in the agricultural sector of the economy. However, the fine degree of adjustment which exists between the various levels of urban service centers and their rural hinterlands may also be disturbed favorably or unfavorably.

A large number of unresolved problems must be faced if extensive rail abandonments become a reality. Some of these are listed below:



## Agriculture

- What are the true costs of hauling grain from farm to elevator, taking into account all the variables involved?
- What is the maximum distance over which grain may be economically hauled from a farm unit of a given size in trucks of specified capacities?
- How critical would extra transportation costs resulting from railway abandonment be to the continuing viability of smaller farm units?
- Does railway rationalization result in any appreciable reduction or levelling off in land values? Is proximity to an elevator a significant factor in agricultural land values today?
- What influence, if any, will rail-line abandonment have upon land use patterns?
- Will the introduction of hybrid wheat revolutionize Western farming? What would be the effect upon regional demands for transportation services?
- Can rail rationalization be reconciled with the future prospects for increased production and high overseas demand for Canadian grain?

## Grain Handling System

- If the rail system now appears to be overbuilt, can it not be said that the system of country elevators is similarly overbuilt?
- What are the true unit costs of handling grain at country elevators?
- What would be the benefits, if any, of a long-term rationalization program of grain-handling facilities?
- What will be the costs to the grain-handling industry of railway rationalization?
- Would the grain-handling industry benefit from the development of new and improved elevator designs?
- Should licensed country elevators be restricted to rail-side locations?
- Does the present close spacing of elevators at country points prevent the achievement of economies of scale in rail operations by permitting the spotting of too few boxcars at each elevator?
- If the setting of maximum tariffs for elevator services were related to the cost of providing the individual services, would the result be fewer and more economically efficient country elevators?
- Would this new system of tariffs be instrumental in maintaining competition by making further grain company mergers unnecessary?



- How can the levels of throughput at country elevators be increased so that the grain is moved to intermediate or export terminals at a faster rate?
- What advantages might accrue from an examination of and adjustments to the delivery quota system at country elevators?

### Rail Transportation

- What would be the advantages, if any, to the railways and the Western economy in moving grain from country points to export positions in multiple carload and trainload lots?
- Under what conditions would the railways find it feasible to introduce high-capacity covered hopper cars for grain movement?
- What prospects do solid pipelines hold for the grain industry?

### Communities

- What types of retail, business, public and social services are likely to be affected most in a community after withdrawal of rail service?
- Is it desirable to permit the withdrawal of rail service from communities which exhibit marked growth tendencies in terms of population and expanding regional service functions?
- Is there a certain level of development beyond which the impact of rail abandonment has a minimal effect upon a community?
- What logical alternative employment opportunities are available to those whose livelihood is threatened by rail abandonment?
- Would a displacement and possible retraining of people from villages and hamlets constitute a problem which requires special attention?
- How will rail rationalization affect the tax revenues of rural municipalities and small communities?
- Will it be possible for provincial highway construction and improvement programs to be adjusted to any new requirements arising from the new farm-elevator delivery patterns associated with rail-line abandonment?
- Would the contraction of investment in rail and elevator plant, now thinly spread over a wide area, further stimulate the development of "natural" growth communities left on the viable rail routes?

### General Problems

- To what extent may rail rationalization be viewed as accelerating existing regional demographic and trade service centralization trends rather than causing such changes?

- How and in what form will the long-term benefits, if any, to be derived from rail rationalization be passed to the grain producer, the grain handling industry and the general public?
- What would be the effects of the rationalization of both the rail and grain handling facilities on Canada's competitive position on world grain markets?
- What adjustments might be required in export terminal handling facilities if the grain handling and transportation system was reshaped?

These points are raised in order to stimulate thought and discussion. They do not in any way reflect government policy. It is hoped that in subsequent reports further attention may be directed to some of these problems.

Table 41. Analysis of Primary Impact of Railway Rationalization Plan B –  
Loss of Local Employment\*

	Railway Staff	Elevator Agents
Riverhurst Subdivision	One station agent at Riverhurst	Saskatchewan Wheat Pool 3
		McCabe Grain Co. 2
	One section foreman	Searle Grain Co. 1
	One sectionman	Federal Grain Co. 1
Grainland Spur	nil	nil
Riverhurst Region	Eight-man floating gang assigned to maintenance of Riverhurst Main Centre Subdivisions, and Grainland Spur.**	
Total	11	7

\* Source: CNR Reports on Proposed Line Abandonments, Riverhurst Subdivision, and Central Butte-Grainland portion of the Central Butte Subdivision. CNR Analytical Services, Winnipeg, November, 1966.

\*\*Since this floating gang is also responsible for maintenance of part of the Central Butte Subdivision, it would seem likely that some of the maintenance crew would be retained if rationalization were to take place.

Table 42. Average Trucking Distances Between Farm and Elevator

	Distance by Service Area (miles)				
	Riverhurst	Gilroy	Lawson	Grainland	Central Butte
Average trucking distance 1962-63	7.37	4.90	6.25	4.05	4.99
Plan B Average trucking distance if Central Butte is retained as regional railhead.	18.95	13.79	10.45	8.19	4.99
Average additional mileage if Central Butte is retained.	11.56	9.14	4.26	4.18	—
Plan A Average trucking distance if regional CNR rail services are withdrawn.	22.41	17.30	16.56	8.19	13.95
Average additional mileage if CNR services are withdrawn.	15.04	12.39	10.71	4.18	8.97

Table 43. Annual Average Anticipated Bushel Diversions resulting from Rail Rationalization Plan A, Secondary Impact\*

If CNR Central Butte Subdivision (Moose Jaw-Grainland), Riverhurst Subdivision, and Main Centre Subdivision abandoned

Pre-rationalization Service Area	Diversion Stations						
	Bridgeford	Chaplin	Elbow	Ernfold	Uren	Valjean	Tugaske
	bu	bu	bu	bu	bu	bu	bu
Riverhurst	236,610		56,232	66,924			
Gilroy	102,234		40,590				
Lawson	213,774	47,124			20,856		
Grainland	30,426		23,034				
Central Butte	304,392				7,194	15,840	1,650
Total diversion	887,436	47,124	119,922	66,924	28,050	15,840	1,650

\*Bushel diversions based on 1956-65 average crop yields applied to 1962-63 seeded acreage data, allowing for delivery of 66% of crop and on shortest truck haul between farm and elevator.

Yield and seeded acreage data supplied by the Canadian Wheat Board.



Table 44. Annual Average Anticipated Bushel Diversions resulting from Rail Rationalization Plan B, Secondary Impact\*

If CNR Moose Jaw-Central Butte line retained and the Riverhurst and Main Centre Subdivisions and Grainland Spur abandoned

Pre-rationalization Service Area	Diversion Stations				
	Bridgeford	Chaplin	Central Butte	Elbow	Ernfold
	bu	bu	bu	bu	bu
Riverhurst	61,776		239,514	56,232	2,244
Gilroy	39,798		62,370	40,590	
Lawson	20,526	1,254	259,908		
Grainland	30,426			23,034	
Total Diversion	152,592	1,254	538,098	119,922	2,244

\*Bushel diversions based on 1956-65 average crop yields applied to 1962-63 seeded acreage data, allowing for delivery of 66% of crop and on shortest truck haul between farm and elevator.

Table 45. Additional Annual Average Anticipated Bushel Diversions to Central Butte, resulting from Rail Rationalization, Plan B\*

If CNR Main Centre Subdivision abandoned and Central Butte-Moose Jaw line retained

Pre-rationalization Service Area	Average Anticipated Annual Bushel Diversion
Kettlehut	73,590
Thunder Creek	35,640
Halvorgate	28,248
Aquadell	26,532
Calderbank	1,056
Total diversion	165,198

\*Based on 1956-65 average crop yields applied to 1962-63 seeded acreage data, allowing for a delivery of 66% of crop.

Yield and seeded acreage data supplied by the Canadian Wheat Board.

Table 46. Annual Average Anticipated Grain Handlings at Diversion Stations  
resulting from Rationalization Plan B, Secondary Impact\*

Diversion Point	Average Delivery to Diversion point 1956-67 to 1965-66 bu	Anticipated Annual Average Diversions Plan B bu	Anticipated Average Annual Delivery after Rationalization Plan B bu	Anticipated Annual Average Grain Carloads** originating at Diversion Point
Central Butte	367,274	703,296	1,070,570	547.38
Bridgeford	129,900	152,592	282,492	144.44
Elbow	487,108	119,922	607,030	310.37
Ernfold	307,514	2,244	309,758	158.38
Chaplin	232,253	1,254	233,507	119.39

\* Based on data provided by the Statistics Division, Board of Grain Commissioners for Canada, and the Canadian Wheat Board.

\*\*One carload = 1,955.8 bu. (Board of Transport Commissioners for Canada average grain carloading.)

Table 47. Property Tax Assessments, 1966\*

Property Description	Riverhurst (village)	Gilroy (unincorporated)	Lawson (village)	Central Butte (village)	Grainland (unincorporated)
	\$	\$	\$	\$	\$
Railway property					
Station grounds	2,740	380	720	2,960	390
Roadway	1,890	—	1,800	1,380	—
Buildings	3,320	1,780	1,660	4,170	200
Business	730	100	100	710	—
Other right-of-way occupancies					
Taxable buildings	47,110	14,670	29,200	48,780	4,650
Taxable business	10,150	5,150	6,060	11,320	1,500
Total assessment of railway Property	65,940	22,080	39,540	69,320	6,740
Non-right-of-way properties					
Taxable land	32,970	340	2,780	77,240	190
Taxable buildings	194,910	5,640	32,800	399,680	3,990
Taxable business	47,710	4,600	4,420	79,030	—
Total assessment of non-railway property	275,590	10,580	40,000	555,950	4,180
Total tax assessment	341,530	32,660	79,540	625,270	10,940
Proportion of tax assessment derived from railway associated property	19.3%	67.5%	49.7%	9.0%	61%

\*Data supplied by the Department of Municipal Affairs, Government of Saskatchewan.

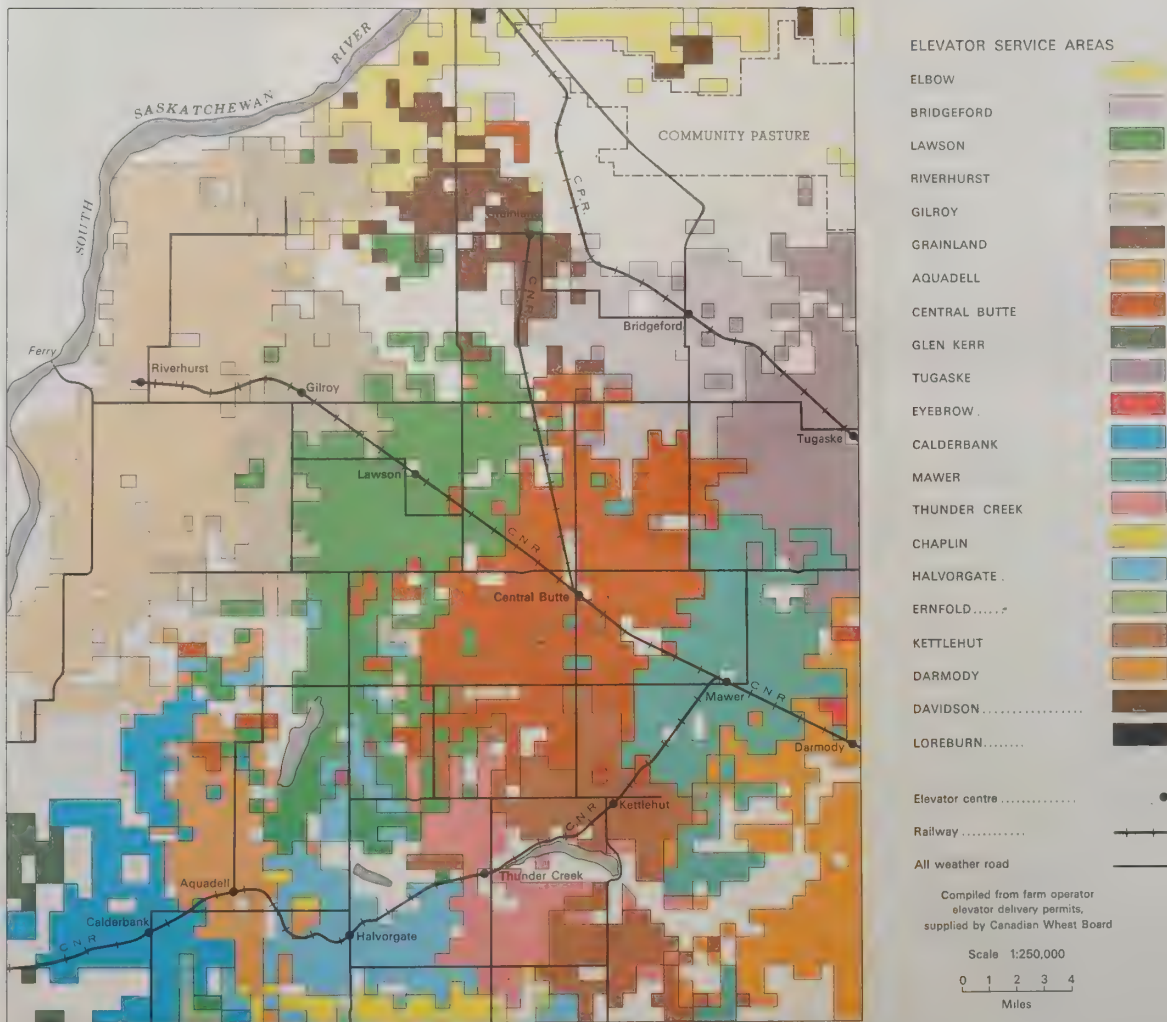
Table 48. Ratio of Grain Deliveries to Storage Capacity at Country Elevators, Riverhurst Region, 1958-59 to 1965-66\*

Service Area	Crop Year									
	1958-59	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65	1965-66		
Riverhurst	Bushel capacity	213,000	198,000	198,000	198,000	198,000	198,000	198,000	198,000	198,000
	Bushels delivered	352,712	392,440	415,325	279,599	370,415	362,369	398,871	427,849	427,849
	Ratio	1.65	1.98	2.09	1.41	1.87	1.83	2.01	2.16	2.16
Gilroy	Bushel capacity	82,000	76,000	76,000	76,000	76,000	76,000	76,000	76,000	76,000
	Bushels delivered	131,694	192,442	198,645	113,576	109,026	234,918	172,570	171,136	171,136
	Ratio	1.60	2.53	2.61	1.49	1.43	3.09	2.27	2.25	2.25
Lawson	Bushel capacity	112,000	164,700	164,700	150,200	139,700	139,700	139,700	139,700	139,700
	Bushels delivered	223,779	276,544	368,061	245,701	262,365	487,140	340,650	350,087	350,087
	Ratio	1.99	1.68	2.23	1.63	1.87	3.48	2.43	2.50	2.50
Grainland	Bushel capacity	28,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000	26,000
	Bushels delivered	31,228	56,015	75,433	13,614	35,982	82,252	39,731	91,448	91,448
	Ratio	1.11	2.15	2.90	0.52	1.38	3.16	1.52	3.51	3.51
Central Butte	Bushel capacity	150,000	166,000	166,000	193,100	193,100	193,100	193,100	193,100	193,100
	Bushels delivered	264,797	367,915	431,748	300,060	344,018	513,265	377,472	373,813	373,813
	Ratio	1.76	2.21	2.60	1.55	1.78	2.65	1.95	1.93	1.93

\*Based on data supplied by the Board of Grain Commissioners for Canada and the Canadian Wheat Board.

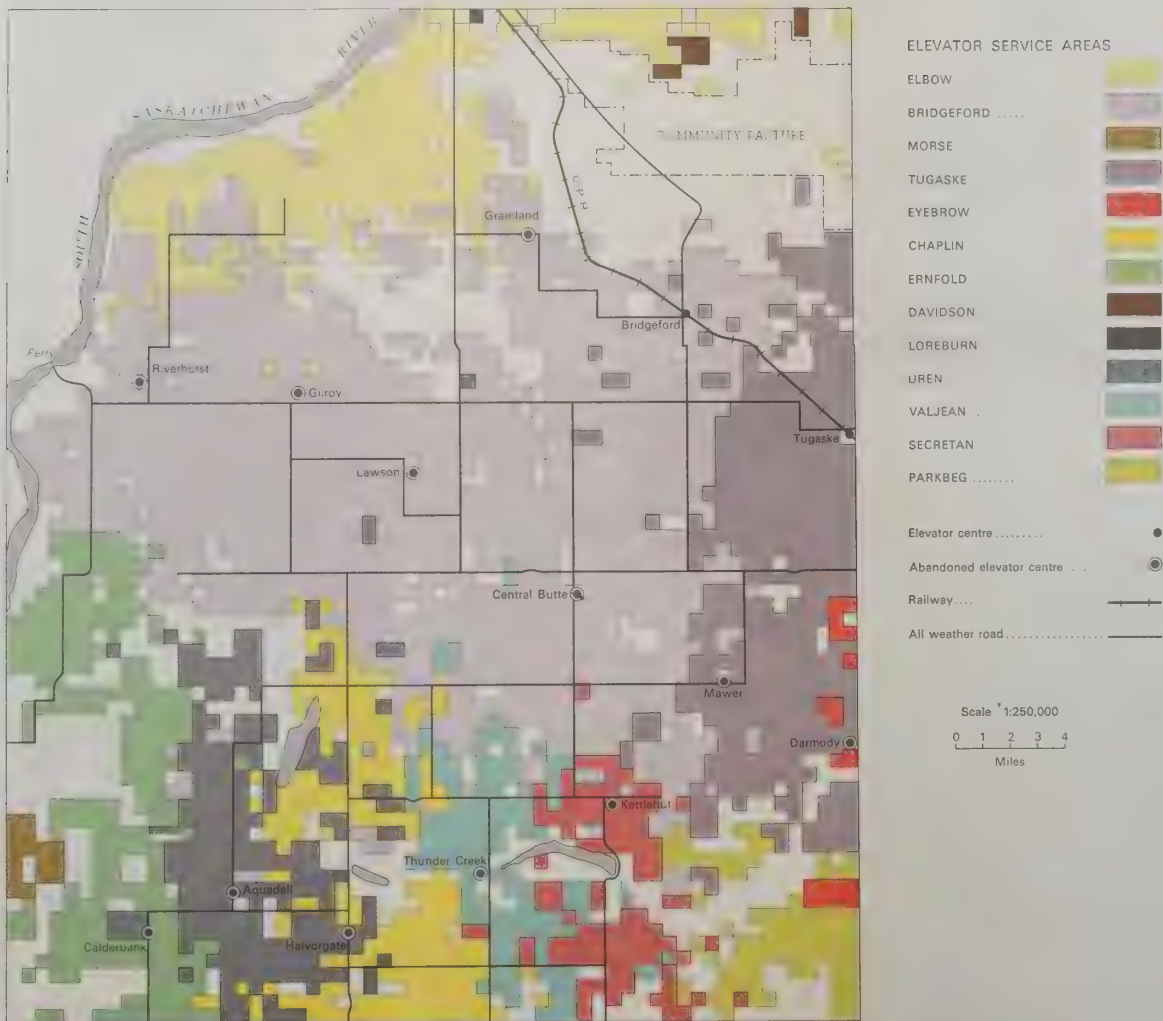


# ELEVATOR SERVICE AREAS, 1962-63. RIVERHURST REGION, SASKATCHEWAN.





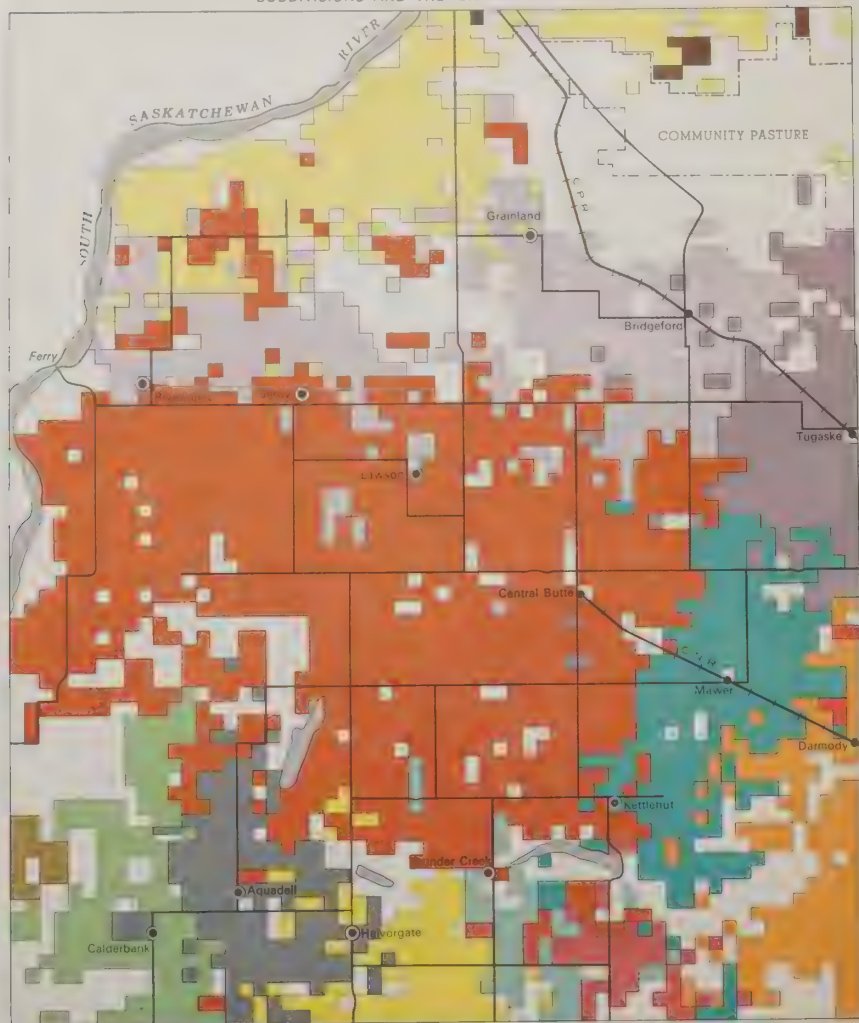
THEORETICAL ELEVATOR SERVICE AREAS, RIVERHURST REGION, SASKATCHEWAN,  
BASED ON THE ASSUMED ABANDONMENT OF ALL C.N.R. LINES IN THE REGION.







THEORETICAL ELEVATOR SERVICE AREAS, RIVERHURST REGION, SASKATCHEWAN,  
BASED ON THE ASSUMED ABANDONMENT OF THE C.N.R. RIVERHURST AND MAIN CENTRE  
SUBDIVISIONS AND THE GRAINLAND SPUR.



ELEVATOR SERVICE AREAS

ELBOW

BRIDGEFORD .....

CENTRAL BUTTE

MORSE

TUGASKE

EYEBROW

MAWER ...

CHAPLIN .

ERNFOLD .....

DARMODY ..

DAVIDSON .....

LOREBURN

UREN

VALJEAN .....

SECRETAN .

Elevator centre .

Abandoned elevator centre

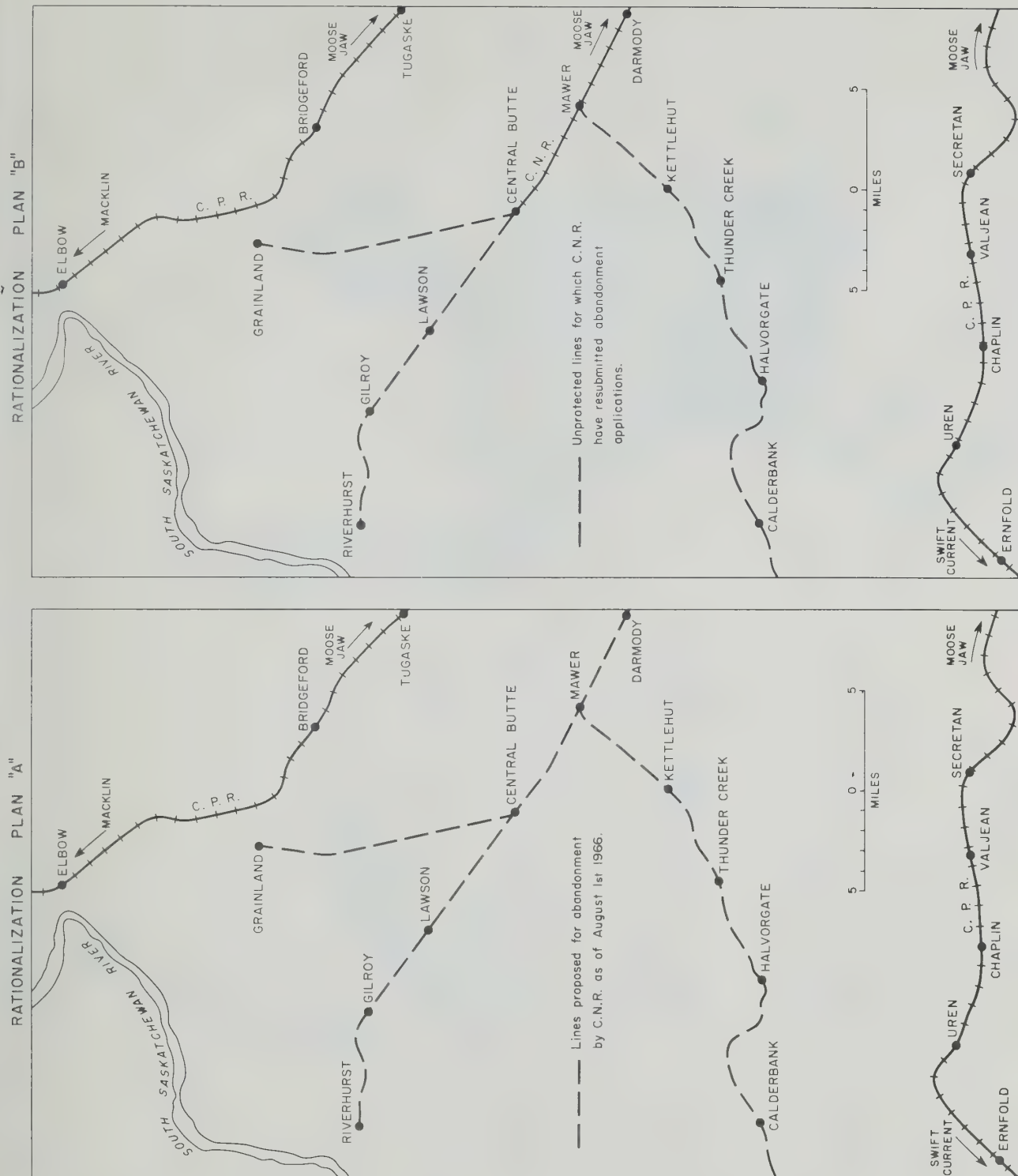
Railway

All weather road .....

Scale 1:250,000

0 1 2 3 4  
Miles





Produced by the Geographical Branch, Department of Energy, Mines and Resources, 1967.

Figure 30.

# LEGEND FOR ESTIMATED BUSHEL DELIVERY DIVERSION MAPS: RIVERHURST, GILROY, LAWSON, GRAINLAND AND CENTRAL BUTTE

RATIONALIZATION  
PLAN A

Abandonment of the C.N.R. Riverhurst and Main Centre subdivisions and the Moose Jaw-Grainland section of the C.N.R. Central Butte subdivision.

Number of bushels of grain diverted to the most feasible Delivery Point.



RATIONALIZATION  
PLAN B

Same as plan "A" except for the retention of the Moose Jaw-Central Butte section of the Central Butte subdivision (line protected until 1975).

Number of bushels of grain diverted to the most feasible Delivery Point.



Available alternate Delivery Points under plan "B".

Available alternate Delivery Points under plan "A" and plan "B".

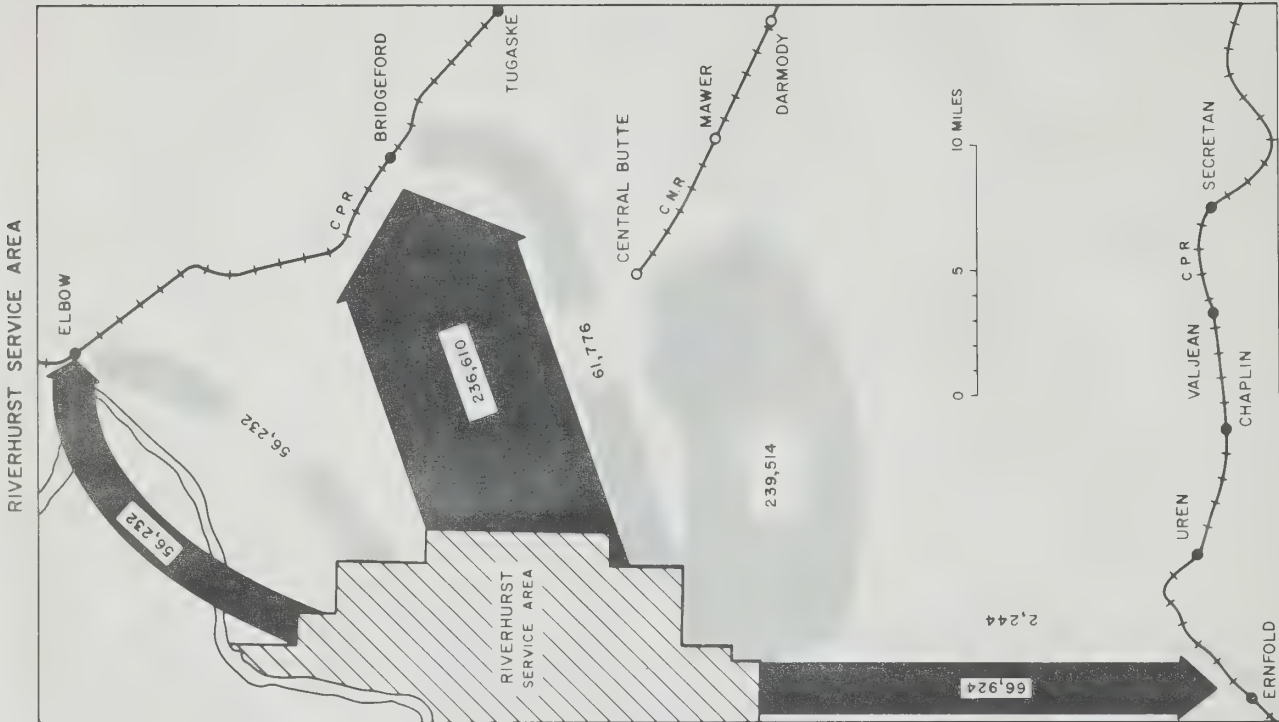


Figure 31.



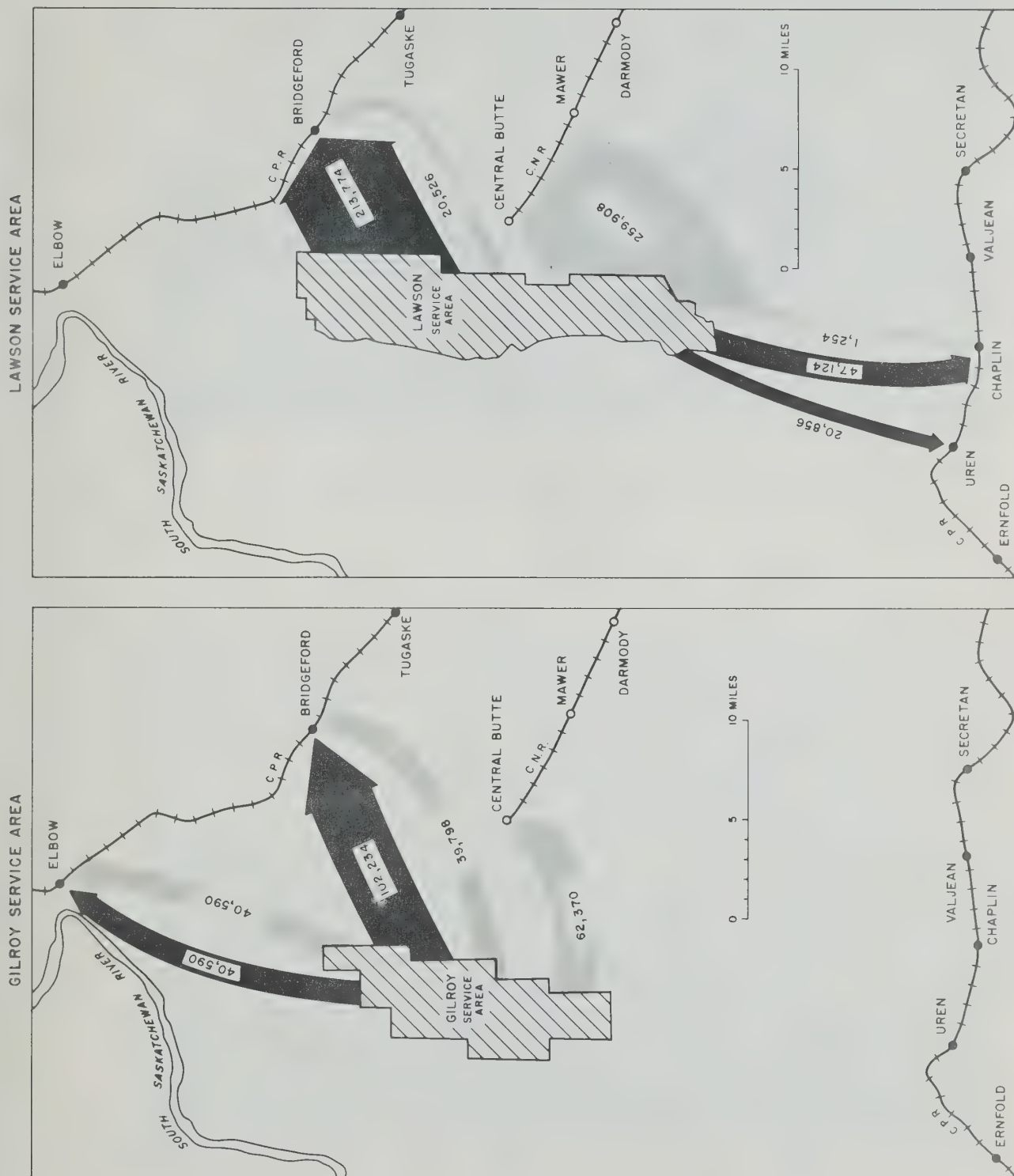
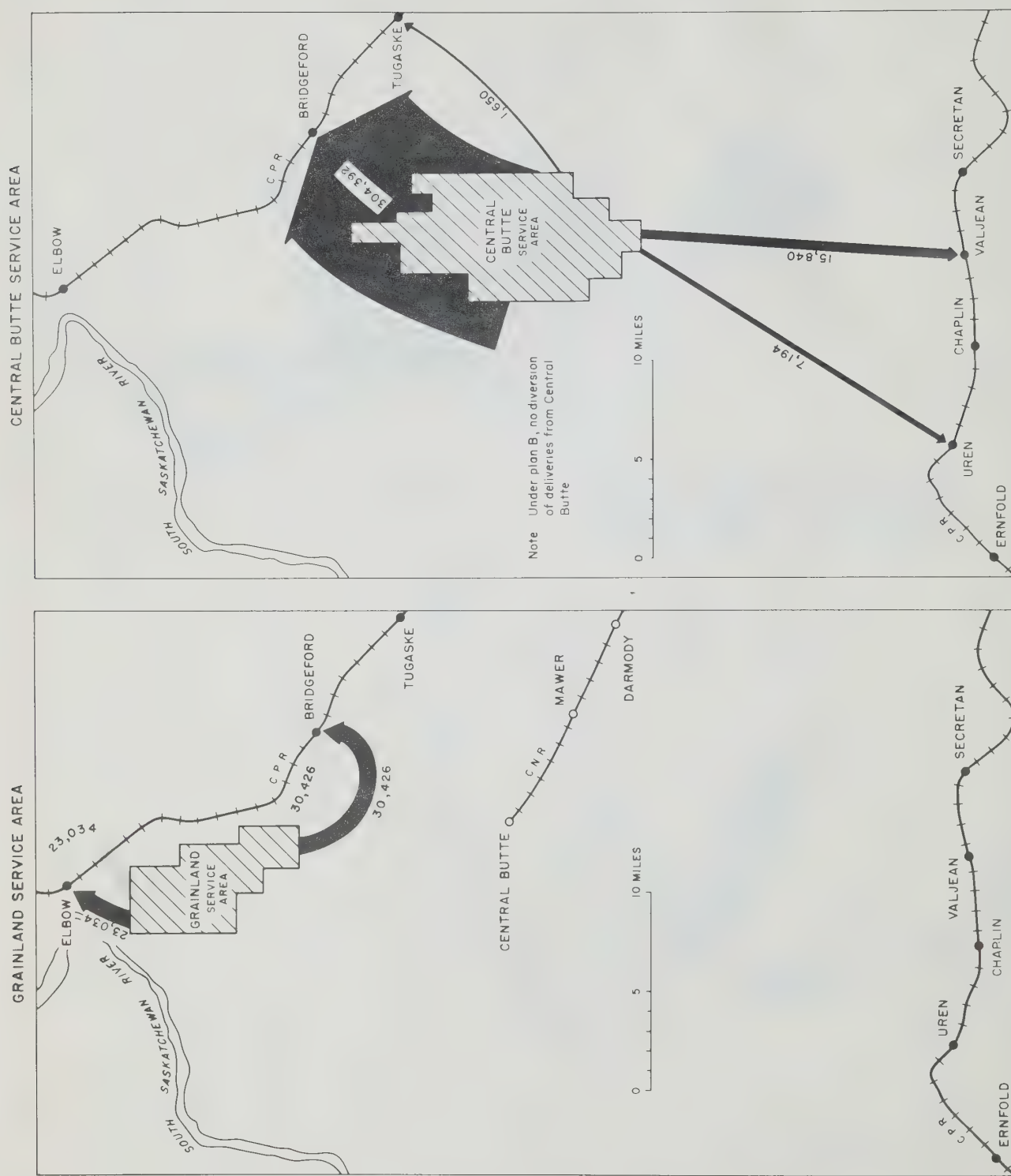


Figure 32.



Produced by the Geographical Branch, Department of Energy, Mines and Resources, 1967.

Figure 33.

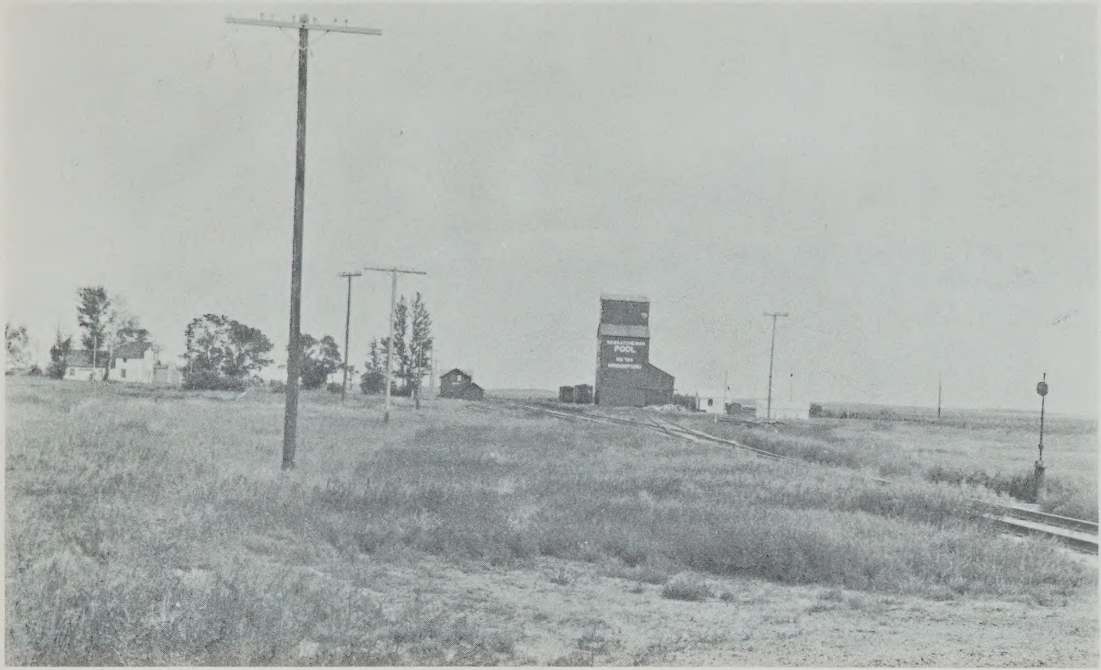


Figure 34. Present limited grain storage facilities at Bridgeford are hardly sufficient to cope with possible delivery diversions from farms in the Riverhurst Region.

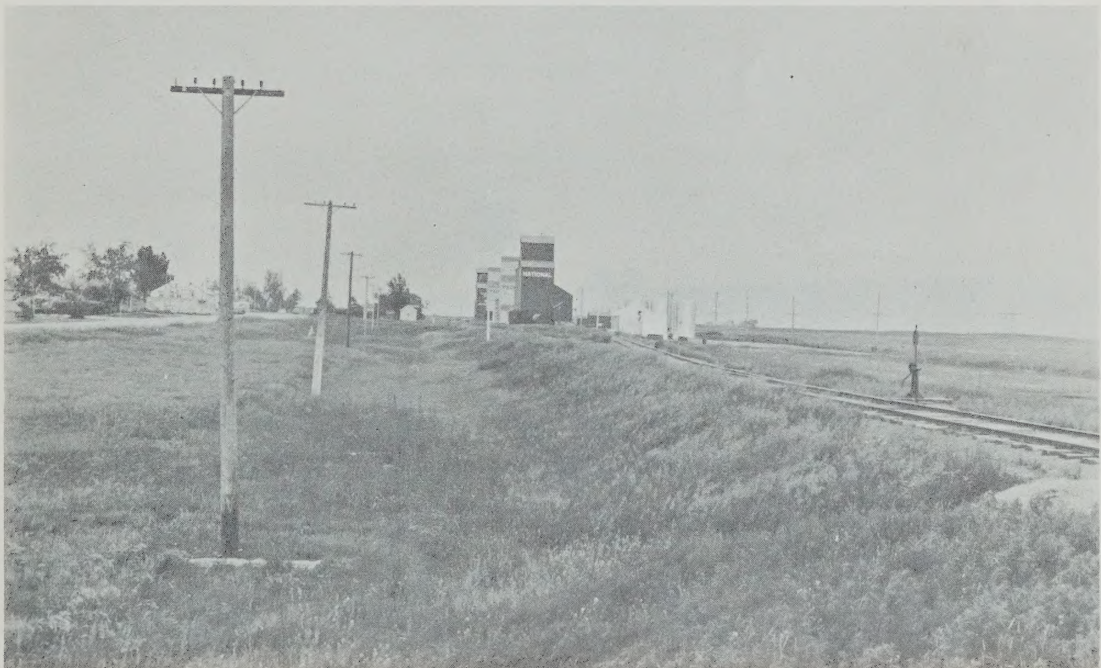


Figure 35. Central Butte is a potential railhead for the Riverhurst Region. As this 1966 photograph shows, there is adequate space for additional elevators and sidings.





Figure 36. The hamlet of Gilroy serves principally as a grain collection center. The railway reached this point in 1914.



Figure 37. Grainland is now the terminus of the truncated section of line extending north from Central Butte. In 1965 the way freight made only six journeys to move 28 cars of grain from this isolated hamlet.





